

SELECT BOARD MEETING

Monday, April 27, 2026

6:45 pm

Nowak Room, Town Offices

10 Front Street, Exeter, NH 03833

REGULAR BUSINESS MEETING BEGINS AT 7:00 PM

Meetings can be watched on Ch 22 or Ch 6 or YouTube. Attendees can join in person or virtually via Zoom.

To access the meeting, click this link: <https://us02web.zoom.us/j/89327745031>

To access the meeting via telephone, call: +1 646 558 8656 and enter the Webinar ID: 893 2774 5031

Please join the meeting with your full name if you want to speak.

Use the "Raise Hand" button to alert the chair you wish to speak. On the phone, press *9.

More instructions to access the meeting here: <https://www.exeternh.gov/townmanager/virtual-town-meetings>

Contact us at extvg@exeternh.gov or 603-418-6425 with any technical issues.

AGENDA

1. Call Meeting to Order
2. Board Interview – Budget Recommendations Committee – Geoffrey Bell
3. Public Comment
4. Proclamation
 - a. Municipal Clerks' Week – May 3-9, 2026
5. Approval of Minutes
 - a. March 30, 2026
 - b. April 13, 2026
6. Appointments/Resignations
 - a. Board/Committee/Commission Member Re-Appointments
 - b. 2026 Updated Select Board Representatives to Boards/Committees/Commissions
 - c. Sustainability Advisory Committee Roles
7. Discussion/Action Items
 - a. Tree City USA Recognition and Growth Award – Eileen Flockhart, Tree Committee
 - b. Complete Streets Policy Discussion – Dave Sharples, Town Planner
8. Tax Abatements, Veterans Credits & Exemptions
9. Permits & Approvals
 - a. SRF Loan Authorization to Accept and Sign – Stephen Cronin, Public Works Director
 - b. 2026 Paving Services Contract Extension – Stephen Cronin, Public Works Director
 - c. Phillips Exeter Academy Road Closure Permit Application – Graduation 7/7/26
10. Town Manager's Report
11. Select Board Committee Report
12. Correspondence
13. Review Board Calendar
14. Non-Public Session
15. Adjournment

Niko Papakonstantis, Chair

Select Board

Posted 4/24/26 Town Office, Town Website

Persons with a disabling condition may request accommodations in order to attend this meeting. Requests should be made with 72 hours notice.

AGENDA SUBJECT TO CHANGE

Board Interviews



Town of Exeter
Town Manager's Office
10 Front Street, Exeter, NH 03833

Tentative:
Mon. 4/27/26 6:45 pm.

Statement of Interest Boards and Committee Membership

Committee Selection: BRC

New Re-Appointment Regular Alternate

Name: Geoffrey Bell Email: GCBell20@gmail.com
Address: 85 Park St Phone: 207 318 5832

Registered Voter: Yes No

Statement of Interest/experience/background/qualification, etc. (resume can be attached).

As a 3-year resident of Exeter I'm excited to start getting more involved in town planning activities. As a young family with a 7-month old I hope to contribute a valuable perspective to this conversation.

If this is re-appointment to a position, please list all training sessions you have attended relative to your appointed position.

I understand that: 1. this application will be presented to the Exeter Select Board only for the position specified above and not for subsequent vacancies on the same board; 2. The Town Manager and Select Board may nominate someone who has not filed a similar application; 3. this application will be available for public inspection.

After submitting this application for appointment to the Town Manager:

- The application will be reviewed and you will be scheduled for an interview with the Select Board
- Following the interview the Board will vote on your potential appointment at the next regular meeting
- If appointed, you will receive a letter from the Town Manager and will be required to complete paperwork with the Town Clerk prior to the start of your service on the committee or board.

I certify that I am 18 years of age or older:

Signature: Geoffrey Bell Date: 3/25/26

To be completed by Select Board upon appointment:

Date Appointed: _____ Term Ending: _____ Full: _____ Alternate: _____

Public Comment

Proclamation

Town of Exeter, New Hampshire
A Proclamation

Municipal Clerks' Week
May 3 – 9, 2026

- Whereas,* The Office of the Municipal Clerk, initiated in 1969 by IIMC and endorsed by all of its members throughout the United States, Canada and 15 other countries will celebrate and reflect on 57 years as a time honored and vital part of local government;
- And Whereas,* The Office of the Municipal Clerk is the oldest among public servants;
- And Whereas,* The Office of the Municipal Clerk provides the professional link between the citizens, the local governing bodies and agencies of government at other levels;
- And Whereas,* Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all;
- And Whereas,* The Municipal Clerk serves as the information center on functions of local government and community;
- And Whereas,* Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Municipal Clerk through participation in educational programs, seminars, workshops and the annual meetings of their state, provincial county and international professional organizations;
- And Whereas,* It's most appropriate that we recognize the accomplishments of the Office of the Municipal Clerk;
- Now, therefore,* I, Niko Papakonstantis, Select Board Chair, Town of Exeter, hereby proclaim and affirm May 3 - 9, 2026 as Municipal Clerks' Week within the Town of Exeter, NH, and hereby extend gratitude, respect and support for our Municipal Clerk, Andrea Kohler, and to all Municipal Clerks for the vital services they perform through exemplary dedication to the communities they represent.

In witness whereof, I have hereunto set my hand and caused the Seal of the Town of Exeter to be affixed this 27th day of April in the year of our Lord, Two Thousand and Twenty-Six.

Niko Papakonstantis,
Select Board Chair, Exeter, NH



Approval of Minutes

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Select Board Meeting
Monday March 30, 2026
7 PM
Nowak Room, Town Offices
Draft Minutes

1. Call Meeting to Order

Members present: Chair Niko Papakonstantis, Vice-Chair Molly Cowan, Clerk Nancy Belanger, Julie Gilman, Dan Chartrand, and Interim Town Manager Melissa Roy were present at this meeting. The meeting was called to order by Mr. Papakonstantis at 7 PM.

2. Police Department - Swearing In

- a. Town Clerk Andrea Kohler swore in Josh McCain as Police Chief.

3. Bid Opening - Groundwater Supply Improvement Project

- a. Northeast Earth Mechanics LLC of Pittsfield NH: Schedule A, \$2,461,900; Schedule B, \$787,900; Total base bid, \$3,249,800; Schedule C, \$1,234,525. Total bid, \$4,484,325.
- b. N. Granese and Sons, Inc.: Schedule A, \$1,570,000; Schedule B, \$1,029,800; Total base bid, \$2,599,800; Schedule C, \$1,277,950. Total bid, \$3,877,750.

MOTION: Ms. Belanger moved to refer the bids to Public Works to make a recommendation to the Select Board. Ms. Gilman seconded. The motion passed 5-0.

4. Public Comment

- a. Mark Furlong of 20 Forrest Street asked for an update on the Park Street Bridge project. Mr. Papakonstantis said Mr. Cronin will invite the State and CSX to a Select Board meeting very soon. Mr. Furlong said if the budget has double-digit tax increases next year, people will be angry about it. Tax caps were on the ballot in other communities. He would like to see the Board take a fiscally conservative approach to the FY27 budget. Also, Exeter does a lot of bonding; the Board should discuss the minimum level. He's not sure \$400,000 is that number. Mr. Papakonstantis said we've already started working on the FY27 budget because it will take a lot of effort. Mr. Chartrand said the Street Sweeper would not have been a bonded item, but if we do it as a bond there's an SRF loan forgiveness component. Mr. Furlong said that wasn't clear from the warrant.

5. Proclamations/Recognitions

- a. There were no proclamations or recognitions at this meeting.

6. Approval of Minutes

- a. Special Meeting: March 11, 2026
- i. Ms. Belanger said line 10 there is an extra word. It says "Molly Cowan will joined" but it should read "Molly Cowan joined."

44 **MOTION:** Ms. Belanger made a motion to approve the special meeting minutes of March 11,
45 2026 as amended. Ms. Gilman seconded. The motion passed 5-0.

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47 b. Regular Meeting: March 16, 2026

48 i. Corrections: Mr. Chartrand said on page 7, line 265, "The Train
49 Committee" should read "The Train Station Committee." Ms. Gilman said
50 at line 128, it's using the wrong form of "they're."

51 **MOTION:** Ms. Belanger made a motion to approve the regular meeting minutes of March 16,
52 2026 as amended. Ms. Gilman seconded. Ms. Cowan abstained as she was not present on
53 March 16. The motion passed 4-0-1.

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55 c. Special Meeting: March 19, 2026

56 i. Mr. Papakonstantis said this meeting was on a Thursday, not a Monday.

57 **MOTION:** Ms. Belanger made a motion to approve the special meeting minutes of March 19,
58 2026 as amended. Ms. Gilman seconded. The motion passed 5-0.

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60 7. Appointments

61 **MOTION:** Ms. Belanger moved to appoint Elaine Hayes as alternate to the Planning Board,
62 term to expire April 2028. Ms. Cowan seconded. The motion passed 5-0.

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64 8. Discussion/Action Items

65 a. Requests for Future Public Hearings - Melissa Roy, Interim Town Manager and
66 Stephen Cronin, Public Works Director

67 Ms. Roy said she and Mr. Cronin have been working with two different
68 neighborhoods on various issues. The first is the Wadleigh Street Neighborhood,
69 which is looking to put in a three-way stop. Any time we add signage in that way,
70 we need to have a public hearing. The other neighborhood is Cass Street, where
71 we have a resident who would like a "no parking" sign on one side of the street.

72 Mr. Cronin said Public Works and Public Safety found that there is some
73 merit to their concerns, but we'd like the input of the whole neighborhood.
74 Wadleigh went through the Planning Board process and some changes were
75 made, but there are additional concerns. Regarding Cass, there may not be a
76 consensus about the whole road but he wants to hear their concerns.

77 Mr. Papakonstantis said he emailed with folks in the Wadleigh Street
78 neighborhood and it's worth having the public hearing. The Board agreed.

79 **MOTION:** Ms. Cowan moved to initiate the public hearing process for the following two
80 requests: the Wadleigh Street Neighborhood and the Cass Street Neighborhood. Ms. Belanger
81 seconded. The motion passed 5-0.

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83 b. Town Manager Search Update – Melissa Roy, Interim Town Manager

84 Mr. Papakonstantis read a statement about the next Town Manager, Paul
85 Cohen. He will begin on May 26, 2026. The Board commented on their positive
86 impressions of Mr. Cohen through the interview process. Mr. Papakonstantis said
87 we are waiving the residency requirement for the position.

88 Mr. Chartrand thanked the interim Town Manager and the Finance
89 Director for their work for the last eight months.

- 90
91 c. Planning and Conservation & Sustainability Department Grant Update - Dave
92 Sharples, Planning Director & Kristen Murphy, Conservation & Sustainability
93 Planner

94 Mr. Papakonstantis said he asked for an update on the value of the
95 grants Kristen Murphy and Dave Sharples had gotten over the years. Ms. Roy
96 discussed the memo in the packet. She added that Parks and Rec Director Greg
97 Bisson also got grants for 10 Hampton Road and Planet Playground. Mr. Cronin
98 and Police and Fire also get grants. Ms. Belanger asked for an update every six
99 months.

- 100
101 d. Investment Policy Review – Corey Stevens, Finance Director

102 Mr. Stevens said he's done this review annually each year. At the end of
103 2025, he suggested doing this earlier in the year and giving an update on the
104 prior year investment results. The purpose of the policy is to give us guidelines
105 on what to do with public funds that aren't immediately needed for expenditures.
106 Our objectives are safety and liquidity. Our approach is conservative. 30 and 60
107 day CDs or sometimes more if there is an attractive interest rate. In January,
108 changed to TD Bank. They've helped us ensure all of our cash is invested in an
109 interest-bearing account. We've also strengthened our deposit policies; we don't
110 have to send people to the bank anymore. The General Fund Average rate of
111 interest return is \$500,000, and we made \$64,000 more than that. The TIF
112 earned \$175,000 of interest income. Cash and CD was a 70/30 split. Policy calls
113 for a limit of 75% in CDs at one time.

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115 **MOTION:** Ms. Belanger moved to readopt the town's investment policy for the investment of
116 public funds in accordance with RSA 41:9VII. Ms. Cowan seconded. The motion passed 5-0.

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118 9. Regular Business

- 119 a. Tax Abatements, Veterans Credits and Exemptions

120 **MOTION:** Ms. Belanger moved to approve a Timber Tax for 65/118 in the amount of \$8.72 for
121 tax year 2026. Mr. Chartrand seconded. The motion passed 5-0.

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123 **MOTION:** Ms. Belanger moved to approve an Abatement for 65/127/A in the amount of
124 \$20,242.04 for tax year 2025. Ms. Gilman seconded. The motion passed 5-0.

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126 **MOTION:** Ms. Belanger moved to approve a Solar Exemption for 70/73 in the amount of
127 \$12,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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129 **MOTION:** Ms. Belanger moved to approve a Veterans Credit for 86/20/4 and 95/64/29 in the
130 amount of \$500 each for tax year 2026. Ms. Cowan seconded. The motion passed 5-0.

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132 **MOTION:** Ms. Belanger moved to approve a Veterans Credit for 64/5 and 68/6/147 in the
133 amount of \$2,500 each for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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135 **MOTION:** Ms. Belanger moved to approve a Veterans Credit for 101/8/4 in the amount of
136 \$1,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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138 **MOTION:** Ms. Belanger moved to approve an All Veterans Credit for 95/64/36, 54/4/11, 26/22,
139 68/6/115, 68/6/241, and 68/6/121 in the amount of \$500 each for tax year 2026. Mr. Chartrand
140 seconded. The motion passed 5-0.
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142 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 95/64/49, 104/35,
143 95/64/168, 104/79/226, 95/64/365, and 104/79/125 in the amount of \$198,000 each for tax year
144 2026. Ms. Gilman seconded. Mr. Chartrand asked if \$198,000 is the value of the property that is
145 reduced and then the taxes are figured on that. Mr. Papakonstantis said yes. The motion
146 passed 5-0.
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148 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 64/105/32 in the amount of
149 \$307,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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151 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 95/53 in the amount of
152 \$238,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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154 **MOTION:** Ms. Belanger moved to deny an Elderly Exemption for 95/64/65 for tax year 2026. Mr.
155 Chartrand seconded. The motion passed 5-0.
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157 **MOTION:** Ms. Belanger moved to approve a Blind Exemption for 52/77 in the amount of
158 \$25,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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160 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 91/32/E in the amount of
161 \$2,879,900 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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163 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 73/143 in the amount of
164 \$1,037,200 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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166 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 65/146 in the amount of
167 \$2,735,100 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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169 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 65/129/1 in the amount of
170 \$12,434,400 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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172 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 65/128 in the amount of
173 \$42,400 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.
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175 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 65/130 in the amount of
176 \$14,928,400 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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178 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 61/131 in the amount of
179 \$51,821,200 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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181 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 71/47/1 in the amount of
182 \$0 for tax year 2026. She added that this is the Hospital right-of-way. Ms. Gilman seconded.
183 The motion passed 5-0.

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185 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 86/10/10 86/10/11 in the
186 amount of \$100 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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188 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 65/131/3 in the amount of
189 \$3,988,700 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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191 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 71/48/E in the amount of
192 \$74,800 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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194 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 63/8 in the amount of
195 \$328,300 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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197 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 82/13 in the amount of
198 \$4,097,900 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

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200 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 72/206 in the amount of
201 \$1,581,600 for tax year 2026. Mr. Chartrand seconded. The motion passed 5-0.

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203 b. Permits & Approvals

204 i. Seacoast Eat Local

205 Parks & Recreation Director Greg Bisson and Skyler Amsten of
206 Seacoast Eat Local were present for this discussion item.

207 Mr. Bisson said the request is regarding alcohol sample sales at
208 the Farmer's Market.

209 Ms. Amsten said that Seacoast Eat Local has been managing
210 Farmer's Markets since 2007. Alcohol vendors have been a big portion of
211 the Farmer's Market, and sampling has been a part of it, but it's not
212 creating a culture of drinking. Samples must be consumed and
213 completely finished at the vendor booth. Customers cannot add samples
214 to a personal beverage. Starting this year, samples will be sold, so no
215 free samples will be given. We've set a maximum of 2 alcohol vendors at
216 the Exeter Farmer's Market. Individuals just looking to drink should go
217 elsewhere. These are high-end alcohol products, priced at \$30-50, so the
218 ability to sample them is significant. According to the vendors, it makes a

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big difference in their sales. All of the licensing and locations are on file. The sellers are very well versed in following policies. She's never had a problem with an alcohol vendor or alcohol in general at the markets.

Ms. Roy said up until this point, Exeter has asked for no samples. The State designates a farmer's market as an event with at least two agricultural growers or sales. Another organization could rent out the Parkway and as long as they had two agricultural vendors, they could do alcohol sampling and sales. Until now, we have said that's too broad.

Mr. Papakonstantis said the only time alcohol is served presently on the Parkway is the Beer & Chili Fest, which is an annual event that comes before the Board every year. Ms. Roy said that event has a perimeter around it. The Farmer's Market is not cordoned off. It's also a town event. Mr. Papakonstantis said other organizations could permit something and want alcohol, and get there by having two agricultural vendors present.

Mr. Chartrand asked if we could have experience with a vendor for a certain number of years before we allow this. Mr. Bisson said that would be tough to enforce. Mr. Chartrand said we know that that Seacoast Eat Local run a tight ship, based on years of experience.

Mr. Bisson said we're recommending that all vendors are insured, with the town co-insured. Each will have an alcohol permit for the six months of the event. With a one-off event, a vendor may not want to come in if there is an additional fee. There will be more than two vendors each week and each person can buy three samples from each vendor. If it's a distillery, it's ½ an ounce, or 1.5 ounces total.

Mr. Papakonstantis said it's more a question of what precedent we're setting for other events.

Ms. Belanger said up to two vendors and each could do three samples, so it's 3 ounces total. Mr. Bisson said it's up to two ounces of wine per sample.

Ms. Belanger asked how they ID people. Ms. Amsten said they're trained to ID everyone. She added that liquor commission paperwork has to be signed for each vendor. Ms. Roy said Powderkeg has a very formal process for each brewer or distillery.

Ms. Cowan asked how many of their other farmer's markets allow sampling. Ms. Amsten said all but one. Ms. Cowan said we should be prudent but not so restrictive that we're not being innovative. Mr. Chartrand said we can trust our vendors and patrons. Mr. Papakonstantis said his problem is with loopholes. Mr. Bisson said any instance of non-compliance would be addressed. Any event organizer would come before the Board for approval. The vendor fee will dissuade people from using it.

Ms. Gilman asked who sets the vendor fee. Mr. Bisson said we don't ask anyone what they charge their vendors.

262 Ms. Roy said these suggestions from Chief McCain could be
263 applied to any vendor. Mr. Chartrand said he was assuming they would
264 be. The size limits really limit the intake.

265 Ms. Belanger said there are Police details at the Beer and Chili
266 fest. We should think about adding a Police detail if we sell alcohol. Ms.
267 Roy said that would be an added expense. Mr. Papakonstantis said when
268 we've permitted the Town Hall, is there a Police detail for that? Mr. Bisson
269 said no. Ms. Roy said the Police presence at the Chili Fest is more about
270 the size of the event.

271 MOTION (not voted): Mr. Chartrand moved to approve these guidelines for Farmer's Markets at
272 Swasey Parkway. Ms. Cowan seconded. Mr. Papakonstantis said he would vote nay unless it is
273 more specific. Mr. Chartrand withdrew his motion and Ms. Cowan withdrew her second.

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275 **MOTION:** Ms. Belanger moved to authorize sales and sampling at the Farmer's Market under
276 the following requirements: All vendors must supply a copy of a liquor license and insurance
277 naming the town as the insured before they can participate. These should be kept on file at both
278 the town and with SEL. The liquor license fee the town charges is paid by vendors to participate,
279 \$200 per year per event. Any events outside of the SEL farmers' market would need to pay the
280 fee again. Any other events that qualify as farmers' markets must follow the same policies as
281 SEL applies to its vendors. Limit of no more than 2 vendors per week. Limit the number of
282 samples one person can buy per week to 3 per day per person while following the RSA
283 guidelines on sample sizes. Any instances of noncompliance with the policy will result in the
284 vendor no longer being able to participate in any Exeter markets or events. Ms. Cowan
285 seconded. Ms. Belanger asked if the town should be "co-insured," rather than "insured." Mr.
286 Papakonstantis said he wants to stay with the motion as it is. The motion passed 5-0.

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288 ii. Parks Improvement Fund – Spray Pad Surfacing – Greg Bisson, Parks &
289 Recreation Director

290 Mr. Bisson said we found several leaks when we opened up the
291 spray pad, which have all been repaired. We did not receive the grant we
292 applied for. We're looking to do a rubber flake that mimics epoxy. We
293 recommend the \$7,226.55 bid from Rubberizeit. The Park Improvement
294 Fund total will be \$6,618.45 after this expenditure.

295 **MOTION:** Ms. Belanger moved to authorize the Parks and Recreation Department's purchase of
296 10 kits of rubber flakes from Rubberize It for \$7,226.55 and to fund it through the Parks
297 Improvement Fund. Ms. Cowan seconded. The motion passed 5-0.

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299 iii. Land and Water Conservation Fund Grant – Greg Bisson, Parks &
300 Recreation Director

301 Mr. Bisson said in 2025 LWCF changed how they want the
302 motions made and registered.

303 **MOTION:** Ms. Belanger moved to resolve that Melissa Roy, Interim Town Manager, is duly
304 authorized to enter into agreements and/or amendments on behalf of the Town of Exeter with
305 the State of New Hampshire, acting by and through the Department of Natural and Cultural

306 Resources, for the Land and Water Conservation Fund grant project 33-00763 Recreation Park-
307 II, and is further authorized to execute any documents on behalf of this municipality which may
308 be in her judgement desirable or necessary for the purpose of this resolution. Ms. Cowan
309 seconded. The motion passed 5-0.

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c. Town Manager's Report

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i. Ms. Roy attended an internal leadership meeting.

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ii. She attended Nancy Bugbee's funeral services.

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iii. Kathy Croteau of the Planning Office retired.

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iv. Ms. Roy covered the Welfare Department while Pam McElroy attended her son's wedding.

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v. The Exeter Egg Hunt is this Saturday, April 4.

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vi. She thanked the Board for hiring the new Town Manager.

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d. Select Board Committee Reports

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i. Ms. Gilman attended the Energy Committee meeting. There will be a presentation about heat pumps on March 31 from 6:30 - 8 PM at the Library. At the Tax Exemption and Credit Advisory Committee, they talked about whether to change solar exemptions. The 250th commission met; there will be an event on May 9.

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ii. Ms. Belanger attended a Planning Board meeting where they heard an application for 97 Portsmouth Ave, Planning Board case #26-3. They heard an abutter objection letter and the Planning Board voted that the objections raised in the letter had no merit. They formally accepted the application but then tabled it due to a concern by the applicant's attorney about an abutter being properly noticed. It is tabled until the April 23 meeting.

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iii. Ms. Cowan had no report.

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iv. Mr. Chartrand attended a Facilities Advisory meeting. Resident Keith Whitehouse showed up and asked when we would get the styrofoam densifier up and running. We asked him to express those concerns at the Sustainability meeting on Wednesday. Traditionally Mr. Sharples has been the staff person for Facilities, but we may want to have another staff member going forward. Ms. Roy said she would be joining those meetings. She added that Mr. Whitehouse spoke with Director Cronin today and got an update.

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v. Mr. Papakonstantis said he was invited to RiverWoods to talk to a group about local government. It was well-attended and a lot of fun. He had someone reach out to him after the Planning Board meeting. Our Land Use Boards and the Select Board encourage public input. Ms. Belanger said there were people there that wanted to speak, but it wasn't the right time because the matter was tabled.

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vi. Ms. Gilman gave an update on State issues.

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e. Correspondence

- i. An email from the CPCNH informing us that Henry Hearndon is their new Director.
- ii. A legislative update from NHMA.
- iii. Notice of public hearing regarding the Waste Treatment Plant in Epping.

10. Review Board Calendar

- a. The next meetings are April 13, April 27, May 4, May 18, June 1, June 15, and June 29.

11. Non-Public Session

MOTION: Ms. Belanger moved to enter into non-public session under RSA 91-A3:II(a). Ms. Cowan seconded. In a roll-call vote, the motion passed 5-0. The meeting entered non-public at 8:46 PM.

MOTION: Ms. Belanger moved to exit non-public session. Mr. Chartrand seconded. The motion passed 5-0.

MOTION: Mr. Chartrand moved to seal the minutes until the matter is resolved. Ms. Belanger seconded. The motion passed 5-0.

12. Adjournment

MOTION: Mr. Papakonstantis moved to adjourn at 8:57 pm. Ms. Gilman seconded. The motion passed 5-0

Respectfully Submitted,
Joanna Bartell
Recording Secretary

1 Select Board Meeting
2 Monday April 13, 2026
3 7 PM
4 Nowak Room, Town Offices
5 Draft Minutes
6

7 1. Call Meeting to Order

8 Members present: Chair Niko Papakonstantis, Vice-Chair Molly Cowan, Clerk Nancy Belanger,
9 Julie Gilman, Dan Chartrand, and Interim Town Manager Melissa Roy were present at this
10 meeting. The meeting was called to order by Mr. Papakonstantis at 7 PM.
11

12 2. Police Department - Swearing In

13 Mr. Papakonstantis and Police Chief McCain introduced Bailey Boucher, Ryan
14 Overy, Blake Dunlap, and Jeff Gilman, and Town Clerk Andie Kohler then swore them in
15 as Officers.
16

17 3. Public Comment

18 a. There was no public comment at this meeting.
19

20 4. Proclamations/Recognitions

21 a. There were no proclamations or recognitions at this meeting.
22

23 5. Approval of Minutes

24 a. Regular Meeting: March 30, 2026

25 **MOTION:** Ms. Belanger moved to table the minutes of March 30, 2026 until the next
26 meeting. Mr. Chartrand seconded. The motion passed 5-0.
27

28 6. Appointments

29 a. There were no appointments made at this meeting.
30

31 7. Discussion/Action Items

32 a. Public Hearing – Utility Credits Acceptance – Parks and Recreation

33 Mr. Papakonstantis read the notice of public hearing:

34 *Notice of Public Hearing Pursuant to RSA 31:95-b,III(a) Notice is hereby given*
35 *that the Select Board of the Town of Exeter will hold a public hearing in the*
36 *Nowak Room, 10 Front Street, Exeter beginning at 7:00 PM on the 13th day of*
37 *April 2026, for the purpose of complying with the provisions of RSA 31:95-b,III(a)*
38 *for the following: Acceptance of NH Saves rebate check in the amount of*
39 *\$21,575.67 granted to the Town of Exeter for renovations of 10 Hampton Road.*
40 *Dated: April 7, 2026*
41
42

43 **MOTION:** Ms. Belanger moved to open the public hearing. Ms. Gilman seconded. The motion
44 passed 5-0.

45 Parks & Recreation Director Greg Bisson and Finance Director Corey
46 Stevens were present for this discussion.

47 Ms. Roy said as part of the 10 Hampton Road project, Parks and Rec
48 secured a CDFA grant. We needed matching funds for that grant. Part of our
49 initial budget had potential for utility rebates, but we didn't expect a cash rebate.
50 We received a check for \$21,000. Typically when we get unanticipated revenues
51 they go to the General Fund, but we would like the Select Board to consider
52 putting it back in the Rec Revolving Fund. Some of the match came out of the
53 Rec Revolving Fund. Also, some items in the project, such as sound-proofing,
54 weren't grant-eligible, so they came out of the fund. Ms. Roy said she and Mr.
55 Stevens have different opinions, but both are legal and allowable.

56 Mr. Stevens said the General Fund carries the debt service for 10
57 Hampton Road, but whether it goes into the General Fund or Rec Revolving is
58 fine with him.

59 Ms. Gilman asked if it could be split. Ms. Roy said the proposal is to put it
60 in Rec Revolving. Mr. Bisson said \$125,000 came out of the Rec Revolving
61 account for this project. Ms. Roy said that money is made from fees for
62 programs. They're continuing to put money from that fund into the building. They
63 paid for soundproofing and two other rooms need it. They paid for the overage on
64 the paving budget.

65 Mr. Papakonstantis asked what the Rec Revolving Fund balance is now,
66 and what they anticipate from Summer Camp. Ms. Roy said as of 12/31/2025,
67 the Rec Revolving Fund was at \$157,000. We currently have \$26,000 in impact
68 fees available. The annual debt service payment on 10 Hampton Road is
69 \$157,000, which is paid from the General Fund. Mr. Papakonstantis asked what
70 the average balance is. Ms. Roy said it's \$100,000 to \$200,000 depending on the
71 time of year. Mr. Bisson said last year's payroll for camp was close to \$275,000.

72 Mr. Papakonstantis observed that we didn't have a Rec Revolving fund
73 article on the warrant this year.

74 **MOTION:** Ms. Belanger moved to accept the NH Saves Rebate Checks totaling \$21,575.67 for
75 the renovation of 10 Hampton Road and to allocate these funds back to the Recreation
76 Revolving Fund. Ms. Gilman seconded. The motion passed 5-0.

77

78 **MOTION:** Ms. Belanger moved to close the public hearing. Ms. Gilman seconded. The motion
79 passed 5-0.

80

81 b. Philips Exeter Academy Update

82 PEA Principal William Rawson was present to give an update. Dr.
83 Rawson said this will be his last update as Principal, as he is retiring.

84 Dr. Rawson said they're updating the main academy building, which has
85 never been renovated. It was expected to take two years in phases but we
86 moved all instruction out of the building and it should only take a year and be
87 ready in September. The Assembly Hall may not be ready by then. When it's
88 completed, it will be a pleasure to invite the community in. There is construction

89 on Court Street on the west side of the gym for a four-lane swimming pool that
90 will have a shallow end for swimming instruction. His last day as Principal is June
91 30; Jenny Karlen Elliot will be the new Principal.

92 Mr. Papakonstantis thanked Dr. Rawson for his involvement with the
93 town. Mr. Chartrand thanked Dr. Rawson for bringing PEA staff member Mark
94 Leighton to town so he could serve as the Chair of the Facilities Committee and
95 Dr. Rawson himself for his work with the town.

96 Ms. Roy said PEA allows staff and faculty a certain number of volunteer
97 hours per year and they've given lots of hours to Parks and Rec.

98 Ms. Belanger said PEA went above and beyond to keep the students and
99 the town safe during Covid, as well as continuing to patronize local businesses.

100 Ms. Gilman mentioned that the Davis Building has been nominated for a
101 preservation award.

102
103 c. Credit Card Policy Approval

104 Finance Director Corey Stevens was present for this discussion. Mr.
105 Stevens said the Town has not had a credit card policy in place. With the move to
106 our new banking partner, we are planning to transition our credit card
107 partnership, and he wants to have a policy in place. He worked with Ms. Roy and
108 the Departments on this, and is now presenting it to the Select Board.

109 Ms. Gilman asked if point 4F, regarding the purchase of food or meals, is
110 limited to Parks and Rec. She said when the Planning Department or Public
111 Works does listening sessions, they might get more people if there were treats.
112 Mr. Stevens said he wanted to capture what happens now. Ms. Roy said 4F isn't
113 about food, it's about alcohol and entertainment. As long as it's for a Town event,
114 that's all covered. Parks and Rec, and possibly Chamber, does alcohol
115 purchasing. Powderkeg is a big economic development event, and we didn't
116 want to hurt Parks and Rec. Ms. Belanger said Pam McElroy puts together
117 events like the holiday party. Mr. Stevens said he thinks sentence 2 in F is calling
118 out that the purchase of alcohol or entertainment is prohibited other than for
119 Parks and Rec. Food is different. Mr. Bisson said the only times we would
120 purchase alcohol [on the credit card] is if we had a wine tasting for the Seniors
121 with their lunch. Powderkeg is all paid for by the Chamber of Commerce. Ms.
122 Belanger asked if we will make an exception for Senior events. Mr. Bisson said
123 sometimes we get small samples or have alcohol tastings when we go out to
124 lunch.

125 Mr. Chartrand said he doesn't have a problem with this policy because he
126 knows that the Finance Department is on it.

127 Ms. Gilman said it says the credit card points would go to the town, what
128 would we do with those points? Mr. Stevens said we don't have a credit card that
129 does points. If we did, it would likely be a credit on the bill.

130 Ms. Belanger said she likes that each holder of the credit card has to sign
131 a contract.

132 Mr. Stevens said he won't implement this immediately. As people sign, it
133 will be incumbent upon them to follow it.

134 Mr. Papakonstantis asked about the adoption date for the motion. Mr.
135 Stevens said immediately. Within the next 30 days everyone will have a new card
136 and be covered by the policy.

137 **MOTION:** Ms. Belanger moved to adopt the Town of Exeter Policy 2026-01, the Credit Card
138 Policy, effective immediately. Mr. Chartrand seconded. The motion passed 5-0.

139

140 d. Select Board Board/Committee/Commission Representation Re-Organization

141 Ms. Gilman said she will stay on all of her committees. She asked if she
142 could be the alternate for the Facilities Committee instead of Mr. Papakonstantis.
143 The Board agreed.

144 Mr. Papakonstantis said regarding the E911 Committee, we moved
145 Selectwoman Cowan off of that. He's happy to continue with that committee.

146 Mr. Chartrand agreed to continue with his groups.

147 Mr. Papakonstantis agreed to take the alternate position for Rec Advisory
148 from Ms. Cowan.

149 Mr. Chartrand agreed to be the alternate for River Advisory.

150 Mr. Papakonstantis agreed to be the alternate for Sustainability.

151 Mr. Papakonstantis will stay with the Tree Committee.

152 Ms. Belanger will stay with the Arts and Culture Committee.

153 Ms. Gilman will stay with the Tax Exemption Committee.

154 Mr. Papakonstantis will stay with the Pairpoint Park Committee, and Ms.
155 Belanger will be the alternate.

156 Ms. Gilman will stay with the 250th Committee. She said she has missed
157 most of the meetings but Mr. Papakonstantis said he doesn't think that's a
158 problem.

159 Mr. Papakonstantis said these changes will be effective immediately.

160

161 8. Regular Business

162 a. Tax Abatements, Veterans Credits and Exemptions

163 **MOTION:** Ms. Belanger moved to approve an All Veterans Credit for 47/8/2432, 104/79/222,
164 and 104/79/136 in the amount of \$500 each for tax year 2026. Ms. Gilman seconded. The
165 motion passed 5-0.

166

167 **MOTION:** Ms. Belanger moved to approve a Veterans Credit for 80/6/31 and 104/79/16 in the
168 amount of \$500 each for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

169

170 **MOTION:** Ms. Belanger moved to approve a Veterans Credit for 96/2/6 in the amount of \$2,500
171 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

172

173 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 104/79/510, 104/79/14, and
174 104/79/212 in the amount of \$198,000 each for tax year 2026. Ms. Gilman seconded. The
175 motion passed 5-0.

176

177 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 87/14/7B in the amount of
178 \$238,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

179

180 **MOTION:** Ms. Belanger moved to approve an Elderly Exemption for 32/12, 104/79/136, and
181 11/15 in the amount of \$307,000 each for tax year 2026. Ms. Gilman seconded. The motion
182 passed 5-0.

183

184 **MOTION:** Ms. Belanger moved to approve a Disability Exemption for 104/79/703 and
185 104/79/113 in the amount of \$125,000 each for tax year 2026. Ms. Gilman seconded. The
186 motion passed 5-0.

187

188 **MOTION:** Ms. Belanger moved to approve an Abatement for 110/2/33 in the amount of \$231.00
189 for tax year 2025. Ms. Gilman seconded. The motion passed 5-0.

190

191 **MOTION:** Ms. Belanger moved to approve an Abatement for 110/2/83 in the amount of \$271.00
192 for tax year 2025. Ms. Gilman seconded. The motion passed 5-0.

193

194 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 97/23/E in the amount of
195 \$24,200,000 for tax year 2026. Ms. Gilman seconded. Mr. Chartrand recused himself from this
196 vote. The motion passed 4-0.

197

198 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 87/36/E in the amount of
199 \$812,000 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

200

201 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 86/8/1 in the amount of
202 \$240,100 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

203

204 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 86/8/2 in the amount of
205 \$239,400 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

206

207 **MOTION:** Ms. Belanger moved to approve a Charitable Exemption for 18/3/EX in the amount of
208 \$455,300 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

209

210 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 91/35/E in the amount of
211 \$1,342,900 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

212

213 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 69/3/13 in the amount of
214 \$667,700 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

215

216 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 73/299 in the amount of
217 \$2,246,100 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

218

219 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 73/300 in the amount of
220 \$1,668,900 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

221

222 **MOTION:** Ms. Belanger moved to approve a Religious Exemption for 73/5 in the amount of
223 \$564,100 for tax year 2026. Ms. Gilman seconded. The motion passed 5-0.

224

225 **MOTION:** Ms. Belanger moved to approve an Educational Exemption for 86/11/11 and 86/11/15
226 in the amount of \$119,300 each for tax year 2026. Ms. Gilman seconded. The motion passed
227 5-0.

228

229 **MOTION:** Ms. Belanger moved to approve an Educational Exemption for 86/11/12 and 86/11/14
230 in the amount of \$116,600 each for tax year 2026. Ms. Gilman seconded. The motion passed
231 5-0.

232

233 b. Permits & Approvals

234 i. Dan Healy Concession Stand Ceiling and HVAC Approval

235 Parks & Recreation Director Greg Bisson was present to discuss
236 this request to expend from the Rec Revolving Fund. Mr. Bisson said
237 we've done extensive work at the Dan Healy pool. Currently the
238 concession area is ServSafe certified, but this change will keep it safer
239 and cleaner. We're asking to add a mini split because this area can be
240 90-95 degrees which strains our appliances and our employees. This
241 would be similar to what we have at 10 Hampton Road, which could be
242 wifi enabled for monitoring. We got three quotes, but we recommend
243 MCP HVAC of North Hampton, who also did the project at 10 Hampton
244 Road. Also recommended was putting in a drop ceiling. We have high
245 wind storms and the soffits are all screened so debris is blown in. This
246 would create a heat barrier to prevent cold air from escaping as well as
247 keeping particles out. We got three quotes. Mike Wissler on the Rec
248 Board has worked with Honorable Dimensions of Rochester before and
249 said they're very good.

250

251 **MOTION:** Ms. Belanger moved to authorize the Parks and Recreation Department to contract
252 with MCP HVAC for \$6,925 from the Recreation Revolving Fund to install a Mini Split System in
253 the Dan Healy Concession Stand. Ms. Gilman seconded. The motion passed 5-0.

254

255 **MOTION:** Ms. Belanger moved to authorize the Parks and Recreation Department to contract
256 with Honorable Dimensions, LLC for the installation of the drop ceiling in the Dan Healy
257 Concession Stand for \$1,975.00 from the Recreation Revolving Fund. Ms. Gilman seconded.
258 The motion passed 5-0.

259

260 ii. Contract Award for Groundwater Supply Improvements

261 Public Works Director Steve Cronin and Water/Sewer Advisory
262 Chair Bob Kelly were present to discuss this item. Mr. Cronin said there

263 are two projects: one for construction and one for construction phase
264 engineering services. At the March 30 meeting, the Select Board read two
265 bids, from N. Granese and Sons and NE Earth Mechanics. After review,
266 both bids were found to be complete and contain no errors. We contacted
267 references for both and that affirmed their quality of work. Both were
268 within the estimated range. N. Granese and Sons was the lowest
269 apparent bidder, including base bid and add-ons 1 and 2. Given the
270 magnitude of this project, we referred the bids to the Water Sewer
271 Advisory Committee for Review.

272 Mr. Kelly said we deliberated on these at the meeting last week.
273 Granese was the apparent low bidder. For schedule A, they were
274 significantly less than the other bidder and the estimate, but they've
275 assured us there are no issues and they're comfortable with their bid. The
276 committee voted 3-0 to accept the N. Granese bid.

277 Mr. Cronin said Granese has done contract work for us before,
278 and we've found them responsible and good to work with. We talked at
279 length about the scope of work and they felt very comfortable with their
280 submission.

281 Ms. Belanger said Granese worked with us during the siphons
282 project. Mr. Cronin said this is a different project and we understand the
283 ground here better than we did for the siphons project.

284 **MOTION:** Ms. Belanger moved to award a contract to N. Granese & Sons, Inc. for the
285 Groundwater Supply Improvements Project in the amount of \$3,877,750, and to further
286 authorize the Interim Town Manager or their designee to sign the associated contract
287 documents. Ms. Cowan seconded. The motion passed 5-0.

288

289 iii. Contract Award for Construction Phase Engineering Services for the
290 Groundwater Supply Improvements Project

291 Mr. Cronin said this would provide a full-time onsite project
292 representative for the Groundwater Supply Improvement Project to protect the
293 town's interests.

294 **MOTION:** Ms. Belanger moved to award a contract to Underwood Engineers, Inc. for
295 Construction Phase Engineering Services for the Groundwater Supply Improvements Project in
296 the amount of \$510,000, and to further authorize the Interim Town Manager or their designee to
297 sign the associated contract documents. Ms. Cowan seconded. The motion passed 5-0.

298

299 iv. Outdoor Dining Permit Fee Waiver Request

300 Ms. Roy said The Inn by the Bandstand made significant
301 improvements to the paving between their property and the Town Offices,
302 and are asking if the Select Board would consider waiving the \$100 fee.

303 The Board had no objections to waiving the fee.

304 **MOTION:** Ms. Belanger moved to approve the Outdoor Dining Permit fee waiver request of Mr.
305 Jaime Lopez, The Inn by the Bandstand/Ambrose Restaurant, and hereby waive the 2026

306 Outdoor Dining Permit Fee of \$100.00, as prorated for May 1 through October 31, 2026. Ms.
307 Cowan seconded. The motion passed 5-0.

308

309 v. Pairpoint Park Donation Acceptance – Corey Stevens

310 Mr. Papakonstantis said this group is close to meeting their goal of
311 \$40,000 and are moving forward with an RFP for a surveyor.

312 **MOTION:** Ms. Belanger moved to accept the donations received during the month of March
313 2026 totaling \$13,017.00 for the design and construction of Pairpoint Park and direct the funds
314 to be held by the Trustees of Trust funds in the Pairpoint Park Fund. Disbursement of the funds
315 shall be made by authorization of the Town Manager for the purpose of designing and/or
316 constructing Pairpoint Park. Ms. Cowan seconded. The motion passed 5-0.

317

318 c. Town Manager's Report

319 i. Ms. Roy attended an ICMA conference last week. It was mostly focused
320 on how public government can use AI responsibly.

321 ii. She would like to ask if the Board could consider a Select Board meeting
322 on Thursday May 14 because the Board needs to sign the tax warrant
323 before it goes out. The Board agreed.

324 iii. She continued with the leadership meetings to prepare for the transition of
325 the new Town Manager.

326 iv. The Town is starting the CIP and budget processes.

327 v. Ms. Belanger asked about the street sweeper. Ms. Roy said we may need
328 to try something different for that item or not put it on.

329 vi. Mr. Papakonstantis said he's asked Ms. Roy to work with Mr. Cronin and
330 CSX to come to a future meeting about the bridge.

331 vii. Mr. Papakonstantis said when Mr. Cohen is on board, we'll want to update
332 town policies.

333 viii. Mr. Papakonstantis asked Mr. Stevens to take a look at what our energy
334 costs have been over the last few months to see if there have been
335 significant increases. Ms. Roy said our fuel prices are set.

336

337 d. Select Board Committee Reports

338 i. Ms. Gilman had no report. She mentioned that the dashboard is up and
339 running for the solar array, and you can see how much electricity is being
340 generated. She also gave an update on State issues.

341 ii. Ms. Belanger attended a Planning Board meeting where they
342 recommended the Complete Streets guidelines to come to the Board. The
343 Citizens Advisory Committee was removed from this proposal. Willey
344 Creek, case #22-3, settled before the meeting.

345 iii. Ms. Cowan had no report.

346 iv. Mr. Chartrand said he attended the Compost Subcommittee of
347 Sustainability Advisory; they're trying to figure out ways to build the
348 composting program. The full Sustainability Advisory Committee met that
349 evening. He also attended a Water and Sewer Advisory meeting; Pam

350 helped arrange an additional short meeting for more time to review the
351 bids. He participated in a trail walk with the Conservation Commission
352 members in the Town Forest.
353 v. Mr. Papakonstantis said he missed the Pairpoint Park meeting because
354 they changed the date to get a quorum. He was at a Webelo scouts event
355 to talk about democracy and local government. They asked a lot of good
356 questions. He met with Melissa and Corey for their weekly meeting and
357 met with Mr. Cohen on Friday to talk about Exeter. He will be back on
358 Friday to talk with Melissa and Corey.

359
360 e. Correspondence

- 361 i. Mr. Cohen's contract and cover letter
- 362 ii. NHMA Legislative Bulletin

363
364 9. Review Board Calendar

- 365 a. The next meetings are April 27, May 4, May 18, June 1, June 15, June 29, July
366 13, July 27, August 10, and August 24. There will be a special meeting May 14 at
367 8:15 AM. Mr. Cohen starts May 26; his first Board meeting will be June 1. Next
368 Monday April 20 at noon outside Town Hall, the 250 Commission will be raising
369 the 250 Flag. Students from local schools and speakers will be present.
- 370 b. Ms. Belanger asked if there can be updates in the packet on big 250 events. Ms.
371 Roy said yes. Although the 250 Committee is hosting most of the summer
372 events, the others are in partnership with other groups.

373
374 10. Non-Public Session

- 375 a. There was no non-public session at this time.

376
377 11. Adjournment

378 **MOTION:** Ms. Belanger moved to adjourn. Ms. Cowan seconded. The motion passed 5-0 and
379 the meeting was adjourned at 8:40 PM.

380
381 Respectfully Submitted,
382 Joanna Bartell
383 Recording Secretary

384
385
386
387

Appointments/Resignations

Boards - Commissions - Committees			
2026 Re-Appointments			
<u>Planning Board - 3 year term</u>			<u>Step down from position</u>
Aaron Brown		Apr. 2026	
Dean Hubbard	Alt.	Apr. 2026	
Jennifer Martel		Apr. 2026	
VACANT	Alt.	Apr. 2026	
<u>Recreation Advisory Board - 3 year term</u>			
Nicholas Nordin		Apr. 2026	
VACANT		Apr. 2026	Stephanie Papakonstantis
<u>Zoning Board of Adjustment - 3 year term</u>			
Laura Montagno		Apr. 2026	
Kevin Baum		Apr. 2026	
Martha Pennell	Alt.	Apr. 2026	
VACANT	Alt.	Apr. 2026	
<u>Conservation Commission - 3 year term</u>			
Keith Whitehouse		Apr. 2026	
Trevor Mattera		Apr. 2026	
Michele Crepeau	Alt.	Apr. 2026	
<u>Exeter Housing Authority Commission (5 year term)</u>			
Pam Gjettum	Commissioner	Apr. 2026	
Kevin Fleming	Commissioner	Apr. 2026	
<u>Heritage Commission - 3 year term</u>			
Francoise Elise		2026	
VACANT	Alt.	2026	
<u>Historic District Commission - 3 year term</u>			
Kevin Kahn		Apr. 2026	
VACANT		Apr. 2026	Grayson Shephard
VACANT	Alt.	Apr. 2026	
VACANT	Alt.	Apr. 2026	

<u>Rockingham Planning Commission</u>			
Langdon Plumer		Apr. 2026	
Gwen English		Apr. 2026	
<u>Communications Advisory Committee - 3 year term</u>			
VACANT	Alt.	Apr. 2026	
VACANT	Alt.	Apr. 2026	
<u>Facilities Committee - 3 year term</u>			
Don Briselden		Apr. 2026	
Mark Leighton		Apr. 2026	
<u>Housing Advisory Committee - 3 year term</u>			
VACANT		Apr. 2026	
<u>River Advisory Committee</u>			
Nick Drinker		Apr. 2026	
VACANT		Apr. 2026	Rod Bourdon
<u>Sustainability Advisory Committee - 3 year term</u>			
Denise Short		Apr. 2026	
Nina Braun		Apr. 2026	
<u>Water/Sewer Advisory Committee - 3 year term</u>			
VACANT		Apr. 2026	Ben Mosher
<u>Arts and Culture Advisory Commission - 3 year term</u>			
Bruce Jones		Apr. 2026	
VACANT		Apr. 2026	Dawn Amey
VACANT	Alt.	Apr. 2026	
<u>Tax, Exemption & Credit Advisory Committee - 3 year term</u>			
VACANT		Apr. 2026	Gerry Hamel
<u>Train Station Committee - 3 year term</u>			
Darius Thompson		2026	
Anthony Callendrello	Alt.	2026	
VACANT	Alt.	2026	

2026 Updated Select Board Representatives**Boards - Committees - Commissions (4/13/26)**

Name	Title	Term
<u>Planning Board</u>		
Nancy Belanger	SB Rep.	Term
Dan Chartrand	SB Alt.	Term
<u>Recreation Advisory Board</u>		
Nancy Belanger	SB Rep.	Term
Niko Papakonstantis	SB Alt.	Term
<u>Conservation Commission</u>		
Dan Chartrand	SB Rep.	Term
Nancy Belanger	SB Alt.	Term
<u>Heritage Commission</u>		
Julie Gilman	SB Rep.	Term
<u>Historic District Commission</u>		
Julie Gilman	SB Rep.	Term
<u>Rockingham Planning Commission</u>		
Julie Gilman	SB Rep.	Term
<u>Swasey Parkway Trustees</u>		
Niko Papakonstantis	SB Rep.	Term
Dan Chartrand	SB Alt.	Term
<u>Communications Advisory Committee</u>		
Molly Cowan	SB Rep.	Term
Nancy Belanger	SB Alt.	Term
<u>E911 Committee</u>		
Niko Papakonstantis	SB Rep.	Term
<u>Energy Committee</u>		
Julie Gilman	SB Rep.	Term
Niko Papakonstantis	SB Alt.	Term
<u>Facilities Committee</u>		
Dan Chartrand	SB Rep.	Term
Julie Gilman	SB Alt.	Term

<u>Housing Advisory Committee</u>		
Nancy Belanger	SB Rep.	Term
Julie Gilman	SB Alt.	Term
<u>River Advisory Committee</u>		
Niko Papakonstantis	SB Rep.	Term
Dan Chartrand	SB Alt.	Term
<u>Sustainability Advisory Committee</u>		
Dan Chartrand	SB Rep.	Term
Niko Papakonstantis	SB Alt.	Term
<u>Water/Sewer Advisory Committee</u>		
Molly Cowan	SB Rep.	Term
Dan Chartrand	SB Alt.	Term
<u>Tree Committee</u>		
Niko Papakonstantis	SB Rep.	Term
<u>Arts and Culture Advisory Commission</u>		
Nancy Belanger	SB Rep.	Term
<u>Tax, Exemption & Credit Advisory Committee</u>		
Julie Gilman	SB Rep.	Term
Molly Cowan	SB Alt.	Term
<u>Pairpoint Park Stakeholders Committee</u>		
Niko Papakonstantis	SB Rep.	Term
Nancy Belanger	SB Alt.	Term
<u>250 Celebration Commission</u>		
Julie Gilman	SB Rep.	Term
<u>Train Station Committee</u>		
Daniel Chartrand	SB Rep.	Term
Julie Gilman	SB Alt.	Term



EXETER PUBLIC WORKS DEPARTMENT

13 NEWFIELDS ROAD • EXETER, NH • 03833-3792 • (603) 773-6157 • FAX 772-1355

www.exeternh.gov/publicworks • publicworks@exeternh.gov

TO: Select Board

FROM: Kristen Murphy, Conservation and Sustainability Planner
Denise Short, Sustainability Advisory Committee Chair

DATE: April 17, 2026

RE: Sustainability Advisory Committee Roles

At the Sustainability Advisory Committee's April meeting, they discussed member roles. It was suggested for me to reach out with the following request on their behalf.

- Julie Gaunt (Term: 4/2028), would like to move to an alternate role, to be replaced by Sarah Koff (Term: 4/2027)
- We have also heard from Ryan Jean (Term: 4/2027) who will be moving out of town and is stepping down from the Committee. We request his position be replaced by Caryl Olmstead, leaving an alternate position vacant (Term: 4/2027).

Discussion/Action Items

Tree City USA Recognition and Growth Award



EXETER PUBLIC WORKS DEPARTMENT

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www.exeternh.gov/publicworks • publicworks@exeternh.gov

TO: Select Board

FROM: Kristen Murphy, Conservation and Sustainability Planner
Eileen Flockhart

DATE: April 16, 2026

RE: Tree City USA Recognition and Growth Award

Each year, the Tree Committee Chair and I submit documentation of the accomplishments related to tree planting and maintenance conducted by the Town of Exeter. Our efforts are reviewed and if we meet enough of the criteria, we are able to secure recognition as a Tree City USA community. In addition to this, the effort we put forth may be further recognized by a Growth Award, which is awarded to communities whose work is head and shoulders above the base level requirements.

On behalf of the Tree Committee, we are pleased to share the news that our 2025 efforts were again recognized by obtaining the Tree City USA designation for the 7th year in a row. In addition, our work has been further recognized with the awarding of a Growth Award.

Last year's Growth Award was secured by documentation of the following accomplishments:

- The work by Linda Burbank, GIS Coordinator to import the data from our 2017 Street Tree Inventory to our dynamic tree database and dashboard, bringing the total number of trees in our inventory to just under 950
- The work conducted by the Planning Department's interns to inspect 62 of our 75 fee owned conservation lands, and 25 of our 40 conservation easements for compliance with deed restrictions, recreation use, and observation of natural features.
- Implementation of invasive plant removal and mowing at the Irvine Conservation Land, Whites Meadow/Perry Land, Morrissette Property, and the Stone Property, funded through a grant secured from the Great Bay Partnership Stewardship program.

We are thankful for the time and dedication provided by our tree committee volunteers, Select Board representative Niko Papakonstantis, and staff in the DPW, Parks and Planning Department, as well as the funding supported through the Town's budget.

Complete Streets Policy Discussion



TOWN OF EXETER

Planning and Building Department

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Date: April 23, 2026
To: Melissa Roy, Interim Town Manager
From: Dave Sharples, Town Planner
Re: Complete Streets Guidelines and Policy

I'm writing this memorandum in your response to your invitation to appear before the Select Board at their April 27, 2026 meeting to review and discuss the Complete Streets Guidelines and Complete Streets Policy. I have enclosed both documents for your review.

The 2018 Master Plan included a recommendation to conduct a Complete Streets study and, "based on its findings, develop and adopt a Complete Streets policy that requires new roads and reconstruction of existing roads to incorporate transit, walking, and biking amenities where possible."

Funding for the study was incorporated in the Capital Improvement Program and received funding in 2024. I started the project with the Master Plan Oversight Committee (MPOC) and the Rockingham Planning Commission (RPC) but I went out on leave. Fortunately, town staff, the MPOC, and the Planning Board continued working on the study and had a draft completed upon my return. I reviewed the draft and made a handful of recommendations that were incorporated into the draft. The Planning Board voted unanimously to recommend that the Guidelines and Policy be forwarded to the Select Board with a recommendation for adoption.

I plan on attending the Select Board meeting on April 27, 2026 and will be joined by Scott Bogle from the RPC. I understand that Mr. Bogle did a presentation to the Select Board on this project previously so we will be in attendance to answer any questions the board may have. I have included a suggested motion below to adopt the Complete Streets Guidelines and Policy for the Board's convenience.

Suggested Motion: I move to adopt the Complete Streets Guidelines and Complete Streets Policy as presented [or revised] here tonight. The Complete Streets Policy shall be effective immediately but does not apply to projects that have already been funded unless it is practical to do so as determined by the Director of Public Works.

Thank you.

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EXETER COMPLETE STREETS DESIGN GUIDELINES

PLANNING BOARD DRAFT 4/6/2026



Acknowledgements

Exeter Master Plan Oversight Committee

Martin Kennedy

Aaron Brown

John Grueter

Dave Sharples, Director of Planning & Sustainability

Steve Cronin, Director of Public Works

Prepared for

Town of Exeter

10 Front Street, Exeter, NH 03833

Prepared by

Rockingham Planning Commission

Scott Bogle, Principal Transportation Planner

Mikayla Jerominek, Regional Planner

Mike Packer, GIS Specialist



Table of Contents

- Introduction1
- What are Complete Streets?1
- Benefits of Complete Streets.....2
- Vision for Complete Streets in Exeter.....2
- Components of Complete Streets3
 - Roadside Design Elements.....3
 - Roadway Design Elements.....4
 - Traffic Calming Strategies6
- Complete Streets Challenges.....7
- Exeter Complete Streets Typology8
 - Neighborhood Streets9
 - Town Center Streets13
 - In-Town Connector Streets.....17
 - Gateway Streets.....21
 - Business/Industrial Access Roads25
 - Rural Roads29
- Implementation33
- Tracking Performance.....34
- Additional Resources35

Maps

- Exeter Complete Streets Typology..... 8
- Neighborhood Streets..... 10
- Town Center Streets 14
- In-Town Connector Streets..... 18
- Gateway Streets 22
- Business/Industrial Access Roads 26
- Rural Roads 30



Glossary of Acronyms

5Es	Engineering, Encourage, Education, Enforcement, Evaluation
ADA	Americans with Disabilities Act
CIP	Capital improvement Program
CMS	Cooperative Middle School
EHS	Exeter High School
MPOC	Master Plan Oversight Committee
MUND	Mixed Use Neighborhood Development
MUTCD	Manual of Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
PROWAG	Public Right of Way Accessibility Guidelines
RPC	Rockingham Planning Commission
RRFP	Rectangular Rapid Flashing Beacon
SS4A	Safe Streets and Roads for All
TAP	Transportation Alternatives Program



Introduction

In 2025 the Town of Exeter adopted its first Bicycle and Pedestrian Master Plan. Among the key recommendations of the Master Plan was that the town develop a Complete Streets Policy and set of Complete Streets Design Guidelines. A Complete Street Policy represents Exeter’s commitment to considering the safety and access needs of all road users when making improvements to existing infrastructure or building new projects. It also encourages street design that supports surrounding land use and transportation context.

These Design Guidelines are intended to work in tandem with Exeter’s Complete Streets Policy to provide a consistent framework for designing, retrofitting, and evaluating streets so they safely accommodate all users, regardless of age, ability, or travel mode.

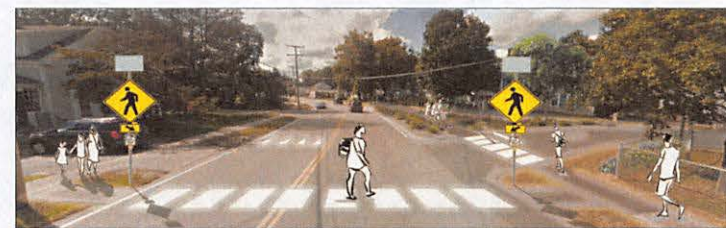
This document draws upon best practices from national and state transportation agencies while tailoring strategies to the scale, character, and goals of Exeter. While each street is unique, the guidelines are intended to create a foundation for predictable design and long-term investment for safe accommodation of all road users.

What are Complete Streets?

Complete Streets are streets designed and operated to enable safe, comfortable, and convenient travel for everyone, regardless of age, ability, or how people get around. This includes pedestrians, bicyclists, motorists, transit riders, emergency responders, freight operators, and people of all ages and abilities.

A Complete Street is not a one-size fits all prescription. A complete street will look different in Boston or Brentwood than in Exeter; and within Exeter, ‘completeness’ looks different on Water Street than Portsmouth Avenue, Washington Street or Drinkwater Road. Rather than following a single template, Complete Streets are context-sensitive. Their design responds to land use, expected vehicle mix and travel speeds, likelihood of pedestrian and bicycle activity, and local community vision. Depending on this mix of factors, different types of streets should incorporate a range of design elements to safely accommodate all users. These elements may include sidewalks, widened shoulders, side paths, buffered bicycle lanes, curb extensions, crossing safety improvements such as flashing beacons, median islands, wider or narrower lanes, traffic calming devices, street trees, benches, etc. The mix of design elements corresponds to the safety and access needs of mix of users prioritized for each different street type.

This guide outlines a series of street design recommendations for Town staff, residents and consultants to consider when working in the public right of way. The intent is to provide flexible guidance for accommodating and balancing needs of multiple users of town roadways when making investment and design decisions.



Benefits of Complete Streets

Complete Streets create wide-ranging benefits including:

- **Safety:** Reduced crashes and safer environments for all users.
- **Economic Vitality:** Increased foot traffic and support for local businesses.
- **Accessibility:** Ensuring residents and visitors can get where they need and want to go in town, regardless of age, disability or access to a private automobile.
- **Public Health:** More opportunities for active transportation.
- **Mobility:** Manage congestion and ensure safe freight access
- **Environmental Sustainability:** Reduced greenhouse gas emissions and stormwater improvements.

Nearly 28% of daily trips in the U.S. are less than a mile long – a distance easily covered on foot or by bicycle. To the extent our roads can be designed or redesigned such that people feel safe walking or bicycling to work, to school, to the grocery store or the town recreation center, many trips can be converted from driving to other modes; with benefits in traffic congestion, parking availability, air quality and health. The community survey conducted for Exeter’s Bicycle and Pedestrian Master Plan in 2023 garnered over 880 responses, of which 82% indicated they would be more likely to walk and/or bicycle with access to more traffic separated biking/walking paths.

A Complete Streets policy can give the Town guidance around planning and implementing walking and biking infrastructure... By thinking holistically about mobility, roadways become safer.

- Exeter Master Plan (2018)

Vision for Complete Streets in Exeter

The town’s vision for Complete Streets is shaped by the Town Master Plan, Bicycle & Pedestrian Master Plan, and public engagement undertaken for the development of Complete Streets Policy and these Design Guidelines. Streets should support safe travel for residents and visitors, strengthen economic centers, and enhance neighborhood livability.

Key elements of the vision include:

- A network of walkable, connected neighborhoods
- A vibrant and accessible town center
- Safe, low-stress walking and bicycling corridors
- Streets that reflect distinct rural, suburban, and downtown character
- Incremental infrastructure investment that supports safety, economic vitality, long-term sustainability and resilience

Components of Complete Streets

Roadside Zone Elements

The roadside zone includes everything between the curb and building frontage, including elements highlighted below. Each of these are also discussed in the Exeter Bicycle & Pedestrian Master Plan:

- **Sidewalks** – Sidewalks are spaces for walking, window-shopping, sitting or socializing that are separated from vehicle traffic by some combination of curb, planted buffer strip, and on-street parking. Sidewalks can be made of concrete, asphalt, or brick; and should be a minimum of five feet, and up to 20 feet in some contexts such as to allow outside dining areas.
- **Traffic Separated Multi-Use Paths** – Multi-use paths are similar to sidewalks in being horizontally and vertically separated from automobile traffic, but are wide enough to accommodate bi-directional bicycling and walking traffic. With growing driver distraction, larger vehicles and higher traffic speeds there is growing public demand for traffic-separated bicycling facilities.
- **Street Furnishings** – Streetscape elements like trees, lighting, benches play an important role in creating a safe and inviting environment for pedestrians. Lighting at crosswalks is especially critical to ensure drivers see people in crosswalks or waiting to cross. Mature trees provide shade, offsetting summertime heat for pedestrians and making downtown streets more attractive for shoppers and other road users. Benches offer respite for anyone walking, and especially older adults and young families.
- **Stormwater Features** – While rainwater on a rural highway will drain to the shoulder and be absorbed into the ground, adding curbing for vertical separation between roadway and sidewalk introduces the need for drainage infrastructure to manage stormwater. This can include connections to existing town-wide storm drain network, or other strategies like permeable pavement and bioswales.
- **Bicycle parking and amenities** - It is important to have a secure place to park bicycles as part of encouraging bicycle transportation. Racks should be placed near the entrance of buildings and parks. Given width constraints that limit dedicated bicycle lanes in Exeter’s downtown, providing racks at entrances to downtown would encourage bicycling for utilitarian trips, whether to shop, eat, or visit the library or park. Covered bicycle parking area is preferred, as well as amenities like self-serve bicycle maintenance stations.
- **Transit Stops and Shelters** – In communities served by fixed route public transportation, a complete streets design treatment will often include transit shelters paired with pull-outs allowing cars to pass buses at regular stops. Exeter is not currently served by fixed route transit, though this should be considered as a future scenario in planning for major corridors.

Components of Complete Streets

ADA and Accessibility Considerations

Ensuring accessibility for all users is a fundamental principle of Complete Streets. The Americans with Disabilities Act (ADA) sets out principles for universal design of streets to ensure they safely accommodate travelers regardless of not just travel mode but also mobility limitations. A companion document to the ADA is the Public Rights of Way Accessibility Guidelines (PROWAG), produced by the United States Access Board, which provides a framework for designing inclusive public spaces. Design and operating considerations emphasized under the ADA and PROWAG, and required when streets are altered, include:

- Sidewalk curb ramps with compliant slopes at all intersections.
- Tactile strips to provide detectable warning at curb ramps.
- Minimum clear areas and passing areas on sidewalks and median refuge islands.
- Maximum slopes including $\leq 5\%$ for longitudinal/running slope and $\leq 2\%$ cross-slope.
- Accessible pedestrian signals with audible and vibrotactile features.
- Accessible parking spaces with proper sizing, slopes and signage, including spaces sized for accessible vans with wheelchair ramps.
- Timely snow removal from sidewalks for equitable access.

Roadway Zone Elements

The roadway zone includes travel and operational areas. Each of these are also discussed in the Exeter Bicycle & Pedestrian Master Plan:



- **Travel lanes** – The travel lane is the portion of the road that carries vehicles, whether cars, trucks, buses and in many cases bicycles. The width of the travel lane is a key factor that influences vehicular speed. Per the Institute of Traffic Engineers (ITE), roads with speeds below 35 mph are usually suitable for 10' travel lanes depending on truck traffic volumes. On narrower suburban or rural roads such as most in Exeter, an effective traffic calming strategy is visually narrowing the road by striping narrower travel lanes.

Components of Complete Streets

Roadway Zone Elements - Continued

- **Marked Bicycle Lanes** – Marked bicycle lanes designate a specific space for bicycling on a roadway, though without vertical physical separation. These are often marked with a single line of paint and stencils, though can be “buffered” with a wider painted horizontal separation. These are an improvement over having no dedicated space for bicycling, though offer no protection from a vehicle veering into the lane. If placing a bicycle lane next to parallel parking it is critical to provide a door zone buffer area to reduce the likelihood of bicyclists being hit by drivers opening their car doors into traffic.
- **Sharrows** – Shared-lane marking arrows, or “sharrows” are road markings used to indicate a travel lane where inadequate space exists to the right of traffic for people on bicycles to ride. The sharrow puts motorists on notice to expect bicyclists in the lane. Sharrows are not appropriate for roads with speeds over 30mph and should not be considered a substitute for bike lanes unless there is inadequate space for a designated bike lane. They should be accompanied by Bikes May Use Full Lane signs and a community outreach effort to remind drivers of bicyclists’ right to use the travel lane.
- **On-street parking** – On-street parking meets some of the parking need for adjacent land uses, whether on residential streets or in the downtown. It can have benefits for bicycle and pedestrian safety in creating a buffer between automobile travel lanes and adjacent sidewalks, bicycle lanes or multi-use paths; and has a traffic calming effect by typically narrowing travel lanes and increasing driver focus.

A key design consideration is minimizing the potential for “dooring” of passing cyclists as parkers exit their vehicles.

- **Median Refuge Islands** – Median refuge islands are vertically separated spaces at the center of wider multi-lane arterial road that offer shelter to pedestrians if they are unable to cross the entire street in a single walk signal cycle. They are particularly beneficial for pedestrians with limited mobility, whether older adults, people with disabilities, or families with children who may need more time to cross wide streets.



High visibility crosswalk markings installed on Front Street in 2023

- **Marked Crosswalks** - A marked crosswalk signals to motorists that people frequently cross at that location, and that they are required to slow down and yield to people in the crosswalk. How a crosswalk is painted and marked makes a big difference in how visible it is to oncoming vehicles. The Continental/Longitudinal Bar striping pattern is highly visible and has become the standard in Exeter. Visibility should be increased with lighting and signage at the crosswalk,

and potentially additional markings such as advance warning signage, sharks teeth pavement markings, and rectangular rapid flashing beacons (RRFBs). In placing sidewalks it is critical to consider factors such as sight lines, lighting and crossing length.

Traffic Calming Strategies

- **Narrower lane widths.** The width of the travel lane is a key factor that influences vehicular speed. On narrower suburban or rural roads such as most in Exeter, an effective traffic calming strategy is visually narrowing the road by striping narrower travel lanes. Lanes can be narrowed by vertical barriers as well, whether on-street parking or curbing.
- **Curb extensions (bulb-outs)** - In environments with sidewalks, traffic calming can be achieved with curb bulb-outs, where curbing is used to physically narrow the roadway, particularly at crossing points. This has the double benefit of shortening the crossing distance for pedestrians at crosswalks.
- **Speed humps and tables** – These are longer and flatter than traditional speed bumps, designed to slow vehicles on residential or in-town streets by forcing a gradual reduction in speed. The longer design makes them more compatible for emergency vehicles and snow plows than older style speed bumps. Exeter has installed a speed table at Lincoln Street School
- **Chicanes and curves** – Another strategy to slow traffic is to introduce artificial curves in travel lanes on an otherwise straight road, forcing drivers to slow down and concentrate to navigate these features. Strategies include center islands or alternating bulb outs.

- **Roundabouts** – Roundabouts are circular intersections where traffic flows in a counter-clockwise direction and entering traffic is forced to slow-down and yield to vehicles already in the intersection, resulting in fewer severe crashes than a signal or stop-controlled intersection. This said, the consistent flow of traffic, where cars are not required to stop by a signal or stop sign, requires special design attention to ensure safe pedestrian and bicycle accommodation.
- **Speed Feedback Signage** – Speed feedback signs show the posted speed limit but also feature a radar unit which displays the speed of oncoming vehicles to alert drivers to their actual speed and the posted speed limit. These work best if they flash or provide a SLOW DOWN message if drivers exceed a preset speed threshold.
- **Tightening Intersections** – The design of an intersection influences vehicle speed as drivers navigate a turn. Where slower vehicles speeds are desired, especially in downtowns and neighborhoods, intersections should be designed or redesigned to force drivers to slow down to make their turn. This can be accomplished by converting acute angle intersections to right angles, and tightening the radius at right angle intersections – especially where truck access is not a major design consideration. This also has the benefit of shortening pedestrian crossing distances.

Note that some of these strategies add challenges for winter maintenance, requiring additional labor to clear snow. Decisions on whether and where to use them should factor this in, and implications for time required to fully clear facilities after storms.

Complete Streets Challenges

Implementing a Complete Streets approach to transportation network planning can be a challenging transition for any municipality, and this is compounded in smaller communities in New Hampshire. Some factors in this include the following

- Auto oriented roadways – For much of the last 75 years, streets and roadways in the U.S. have been designed and built primarily for automobiles, and primarily to allow automobiles to move as quickly as possible. Some will argue that roads are built to serve cars because they are funded by fuel taxes, but many local roads, especially in New Hampshire, are funded with local property taxes which are paid by residents regardless of how they get around. Cars and trucks have become our principal form of transportation in part out of convenience, and more recently this has been reinforced by safety concerns about walking and bicycling on roads with higher traffic volumes, higher speeds, larger vehicles and more distracted driving.
- Main Street as State Highway – A challenge for smaller communities is where main streets also serve as state highways, needing to serve as both pedestrian friendly business districts and through roads. In Exeter’s case NH Route 101 functions to as an east-west bypass, while NH101 in combination with NH 125 and 195 serve as north-south bypasses for regional trips that would have passed through downtown in earlier decades. The presence of these other options for through trips helps make the case for prioritizing slow speeds and pedestrian and bicycle orientation in the town center and connecting routes.
- Adequate Right of Way - Adding dedicated bike/ped usually requires widening roadways, and in older communities like Exeter, lack of public right of way can be a problem. Smaller communities tend to be reluctant to use eminent domain to secure right of way; so assembling adequate width for improvements is at best time-consuming and often challenging or prohibitive depending on abutters willingness to grant or sell easements. Town support for acquiring easements will be important.
- Climate and maintenance – Winter snow adds maintenance challenges for pedestrian facilities that aren’t faced by towns in the south. Still, Exeter’s Department of Public Works and their counterparts in communities that get more snow than the NH Seacoast have developed effective strategies for maintaining not just sidewalks and multi-use paths but bump-outs, pedestrian islands, and speed tables such as installed on Lincoln Street
- Lack of Other Transportation Options – Communities that lack fixed route transit have a heightened need for safe pedestrian facilities, as residents without cars may need to walk substantial distances on relatively high stress roads to reach employment and other destinations.
- Funding – Exeter has been very effective at securing federal funding for bicycle and pedestrian safety improvements through the Transportation Alternatives Program (TAP) and other sources. While still available, these programs have increasingly long timelines and cumbersome administrative requirements. Local investment can be the most timely and cost-effective approach to implementing projects.

Street Typology

Street design must respond to context. Exeter's Complete Streets Typology classifies streets into six primary types. The descriptions of these types make up the balance of the Design Guidelines Book. The section for each type includes a map of included streets and roads, target speeds and traffic volumes appropriate to each type, modal priorities, recommended design elements, and illustrations of street profile scenarios based on specific streets in Exeter.

Neighborhood Streets

Town Center Streets

In-Town Connector Streets

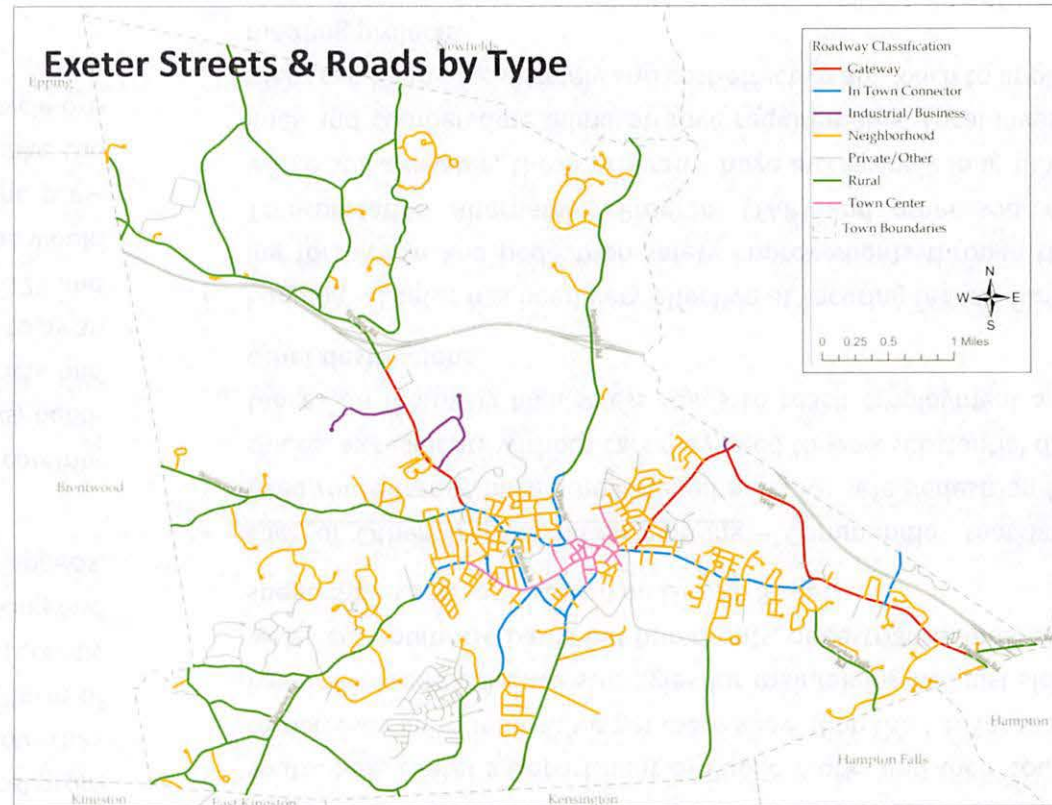
Gateway Streets

Business & Industrial Access Roads

Rural Roads

Modal Priorities

Adjacent land uses determine the types of trips and activities likely to be prevalent on a given street or road. This in turn should shape the priority given to different



uses and users of the street or road in designing its features. As an example, on-street parking is more important in the town center and neighborhoods than it is on Rural Roads. Foot traffic is key to the vitality of restaurants and retail shops, so pedestrian access is a high priority in a downtown area. The discussion of each street type includes recommended prioritization of four street uses: Automobiles, Pedestrians, Bicyclists and Parking.

Neighborhood Streets

Description

Neighborhood Streets serve residential areas and prioritize walking, bicycling, and local access. Speeds are low, typically 20–25 mph, and traffic volumes are modest unless a neighborhood street serves as a cut-through route. Sidewalks are beneficial, but not necessary on most residential streets. Widths should be limited to promote lower traffic speeds. Exeter has begun taking steps to narrow pavement in neighborhood such as Westside Drive where streets were exceedingly wide as originally designed and promote inappropriately high speeds.

Vision for Neighborhood Streets

Neighborhood Streets should:

- Promote safety and livability
- Create comfortable walking routes
- Support low-stress connections to parks, schools, and other community destinations
- Use context-sensitive traffic calming



Washington Street

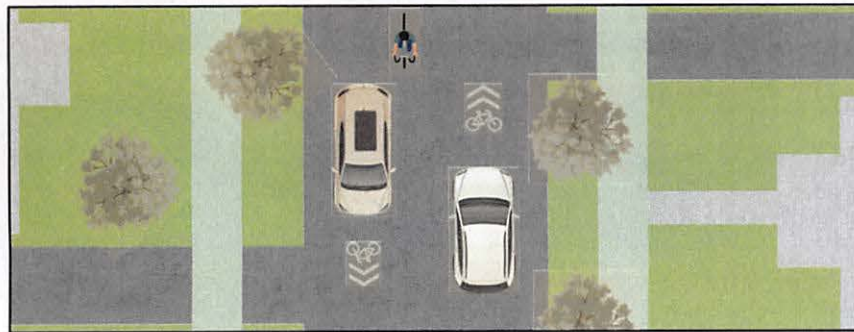
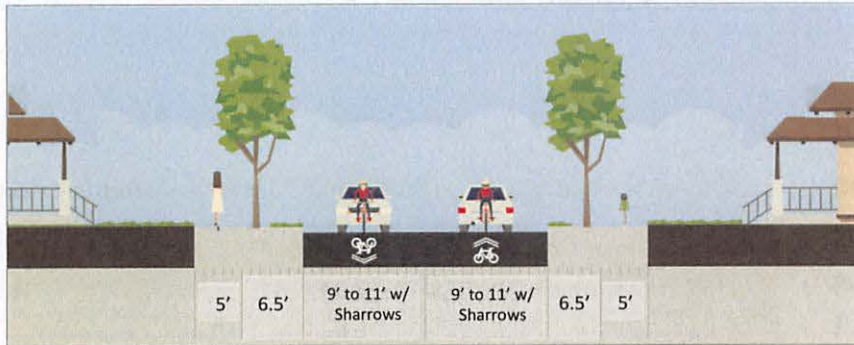


Towle Avenue

EXETER'S NEIGHBORHOOD STREETS



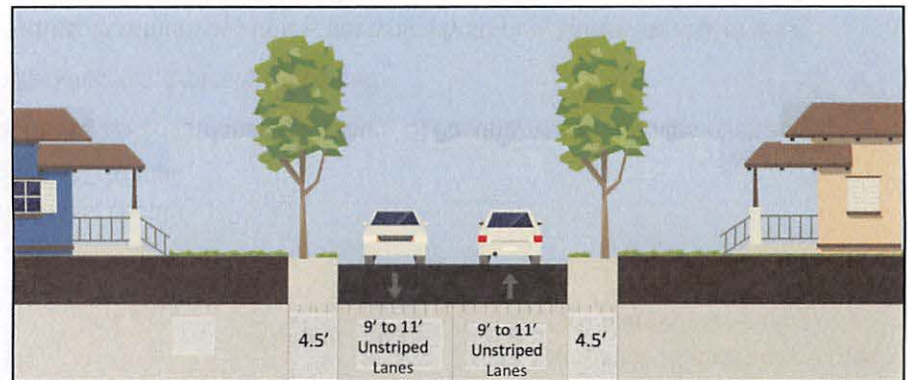
NEIGHBORHOOD STREET: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



Neighborhood Street with sidewalks and shared lane markings

Neighborhood Streets in Exeter can include a variety of pavement widths depending on when the neighborhood was built. Streets in neighborhoods developed in the late 1800s and early 1900s often have narrow pavement width but include sidewalks and in some cases buffer strips between road and sidewalk. Washington Street and Union Street are examples from this era. Mid-20th century, post-WWII neighborhoods such as Towle Avenue or Haven Lane often lack sidewalks and also have narrow overall pavement width. Later neighborhoods from the 1980s-2010s such as Westside Drive frequently have very wide spans of pavement of 40' and greater, sometimes with sidewalks and sometimes without. Sidewalks are

not essential for a low-speed, low traffic volume street like Towle Avenue to feel safe for walking and bicycling. Higher volume residential streets that are used as cut-through routes, like Washington Street, Winter Street, or Jady Hill Avenue, straddle the line between Neighborhood Streets and Connector Streets. For these streets sidewalks are especially important and shared lane markings (sharrows) may be appropriate. On-street parking on Neighborhood Streets serves as an ad-hoc traffic calming measure. Neighborhood Streets should avoid centerlines and striped shoulders which tend to serve as visual cues for higher vehicle speeds.



Lower volume Neighborhood Street without sidewalks

NEIGHBORHOOD STREET: STREET FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	N/A	Narrow pavement widths and on-street parking calm traffic	On-street parking (typically unstriped), street lighting (particularly at crossings), street trees	N/A
Appropriate in Some Circumstances	Sidewalks, sharrows	Curb extensions/ bulb-outs, raised speed reducers, chicanes	Curb, planting strip	N/A
Not Required	Sidepath, buffered bike lane, separated bike lane, bike racks	Mid-block crosswalk, pedestrian refuge islands	Striped shoulders	Loading zones
Not Appropriate	N/A	N/A	Median	Evacuation routes, truck routes, centerline striping



West Side Drive

Functional Class: Local

Target Speed: 20-25 mph

Priority of Uses: 1) Pedestrians, 2) Bicycles, 3) Parking, 4) Automobiles

On Street Parking: Yes, typically unmarked

Lanes & Widths: Maximum two lanes, not typically striped. Lane width 10' or less

Sidewalk: Usually only one side, none in low volume mid-century neighborhoods

Traffic Separated Bike Lane or Side Path: No

Shoulder Bike Lane: No

Sharrows: Typically not needed with exceptions of streets used as cut-throughs

Centerline or Median: No

Traffic Calming: Narrow Lanes, Potential Curb Extensions or Speed Tables if desired to limit cut-through traffic

Town Center Streets

Description

Town Center streets serve the historic and commercial core of Exeter. They carry a mix of users, including pedestrians, bicyclists, and slow-moving vehicles coming into town for shopping, restaurants, other services or community destinations like the public library, town hall or the town recreation center. An attractive and low stress walking environment is critical to the success of downtown businesses. While Exeter’s town center streets largely lack adequate width for dedicated bicycle lanes, a combination of narrow travel lanes, on-street parking, and high likelihood of cars pulling out of parking stalls, opening car doors and pedestrians in crosswalks force most drivers to slow down in these areas. Posted speed limit is 25 mph. A safe and attractive pedestrian environment is a particular priority in the town center.

Vision for Town Center Streets

Town Center streets should:

- Support economic activity
- Encourage walking and lingering
- Integrate placemaking features like benches, wayfinding and street trees
- Provide for bicycle safety, while recognizing that most streets in Exeter’s town center are too constrained to retrofit with dedicated bicycle facilities.



Water Street Looking West

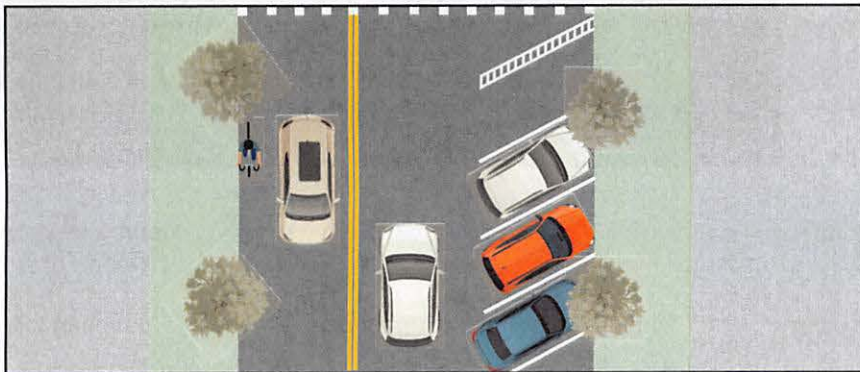
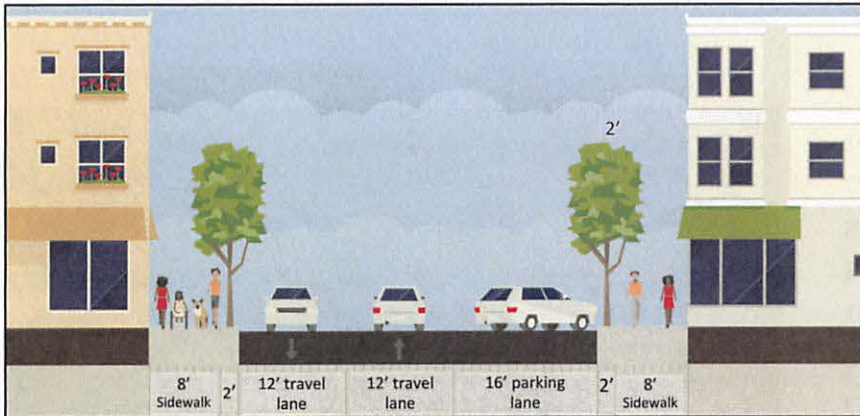


Front Street at Phillips Exeter Green

EXETER'S TOWN CENTER STREETS



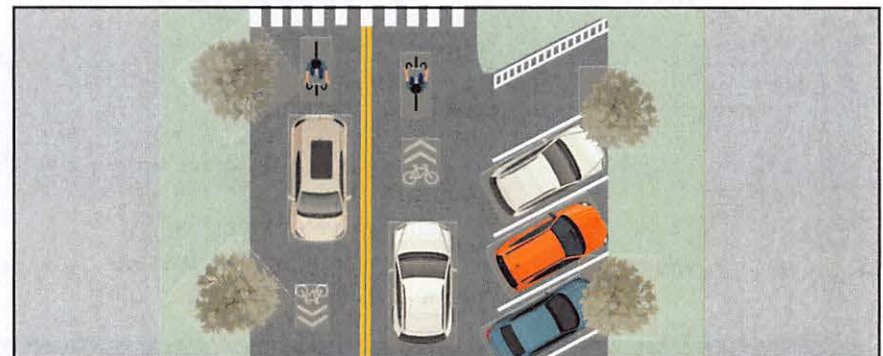
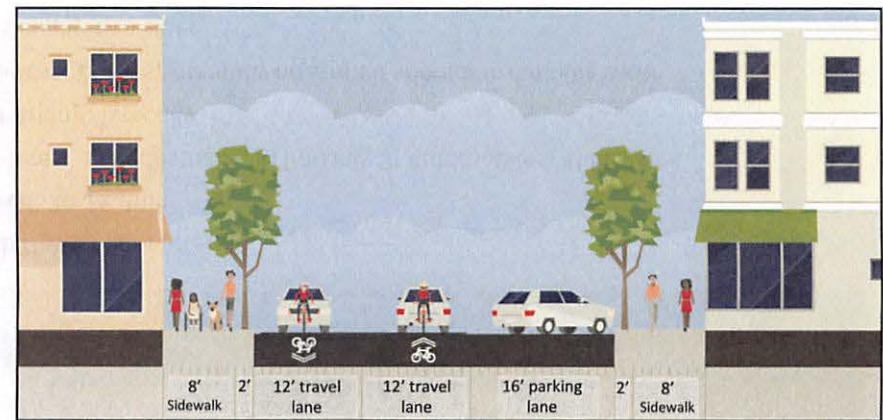
TOWN CENTER STREETS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



Existing conditions on Water Street east of Center Street

Exeter has made significant investments in recent years in its downtown sidewalk system, replacing older asphalt sidewalks with concrete, upgrading ADA tip-downs and tactile plates at crossings, and adding a bump-out at one key crossing point. Street trees add to the pleasant walking atmosphere. The angled parking on Water Street between Front Street and Swazey Parkway creates a high stress environment for bicycling, but inadequate right of way exists to add

dedicated bicycle lanes. Opportunities to improve safe interactions between motorized and non-motorized users include adding sharrows and “Bikes May Use Full Lane” signs where bicycle lanes won’t fit, higher visibility crosswalks with improved lighting, warning signage and in some cases bump-outs and flashing beacons at crossing points. In some locations uneven brick and sloped concrete sidewalk areas create accessibility problems that should be addressed.



Concept for pedestrian crossing and bicycle improvements

TOWN CENTER STREETS: STREET FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks, Bike Racks	Narrow Lanes	Curb, Street Lighting (particularly at crosswalks), On-Street Parking, RRFBs, Street Trees, Benches	N/A
Appropriate in Some Circumstances	Sharrows, Bike Lanes, Buffered Bike Lanes, Bike Maintenance Stations	Mid-Block Crosswalks, Curb Extensions/ Bulb-outs, Raised Speed Reducers, Pedestrian Refuge Island, Bus Shelter	Planting Strip	Loading Zones
Not Required	Sidepath, Separated Bike Lane	Bus Pull Off	Striped Shoulders	N/A
Not Appropriate	N/A	Chicanes	Median	Evacuation Routes, Truck Routes



Front Street at Exeter Town Offices

Functional Class: Minor Arterial

Target Speed: 20-25 mph

Priority of Uses: 1) Pedestrians, 2) Parking, 3) Automobiles, 4) Bicycles

On Street Parking: Typically

Lanes & Widths: 2 lanes, generally no striped shoulders defining width

Sidewalk: Usually two sides

Traffic Separated Bike Lane or Side Path: Ideal, but width generally not available

Shoulder Bike Lane: Where right of way is available

Sharrows: Usually most viable solution in Exeter Town Center

Centerline or Median: No

Traffic Calming: Narrow Lanes, Potential Curb Extensions

In-Town Connector Streets

Description

In-Town Connectors link residential areas with the town center, schools, and parks. These streets see higher traffic volumes but must remain multimodal. Connectors typically serve as transition zones where rural highways enter more densely developed areas of town, so traffic along outer portions of connector roads tends to be higher speed and come down as it approaches downtown. These transition zones see a significant percentage of auto crashes involving pedestrian and bicyclists, so street design should provide protected facilities for bicycling and walking, ideally separated from the roadway by planted buffers. Visual cues like speed feedback signs remind drivers they are coming into the town center and high likelihood of people walking and bicycling along and crossing the street. Wayfinding signage is appropriate here to direct people entering the downtown or headed for community facilities like parks and recreation centers.

Vision for In-Town Connector

These corridors should:

- Provide continuous bike lanes or shared-use paths
- Ensure safe pedestrian crossings
- Balance throughput with safety

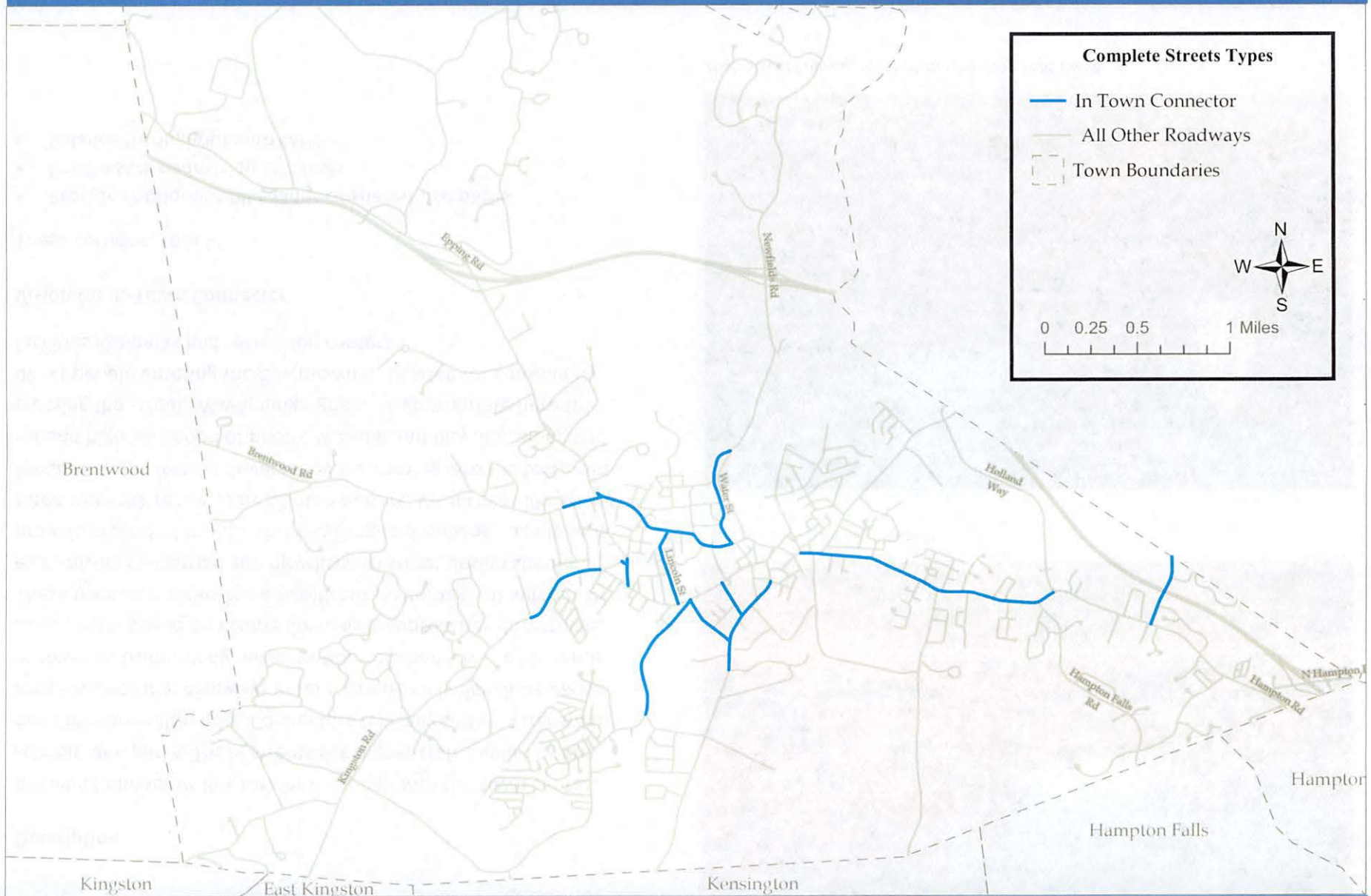


Lincoln Street School Crossing

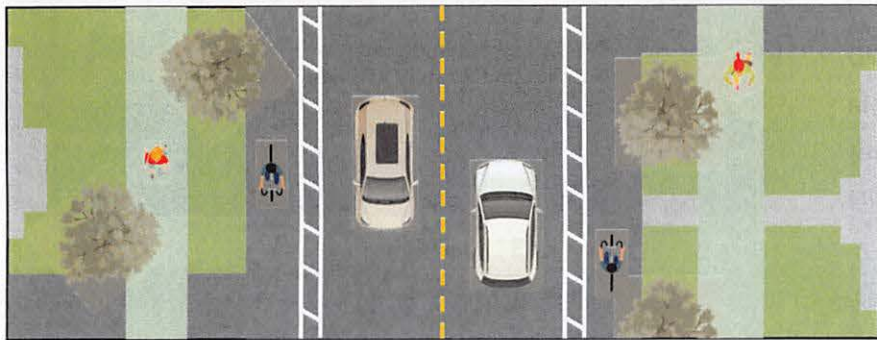
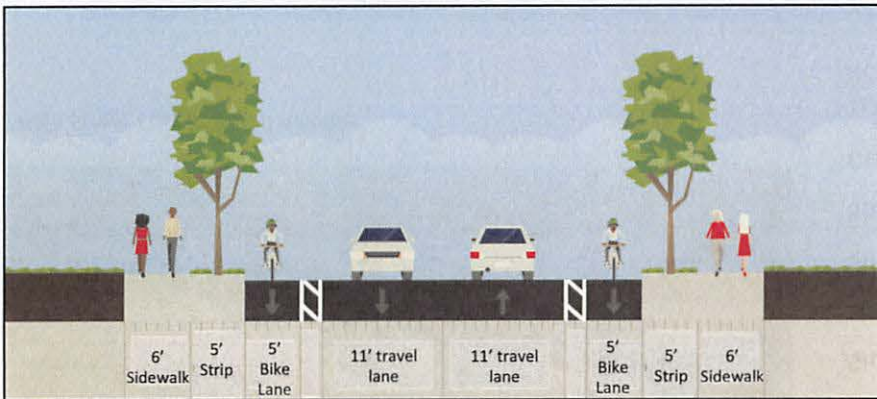


High Street Looking West from Hampton Falls Road

EXETER'S IN-TOWN CONNECTOR STREETS



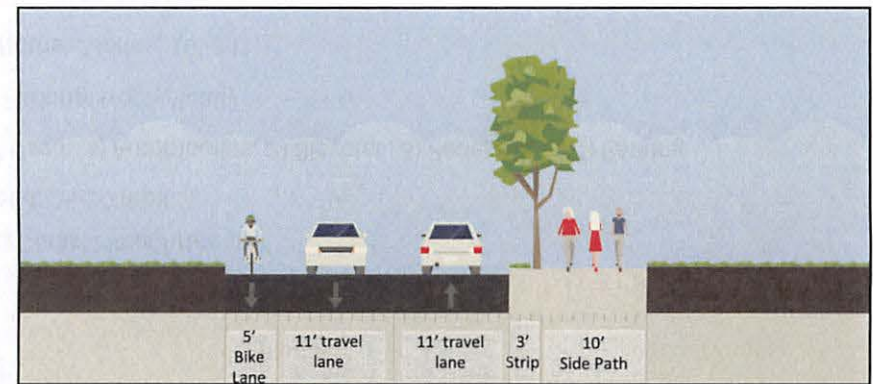
IN-TOWN CONNECTOR STREETS: CONCEPTS FOR REDESIGN



Concept A for buffered bicycle facilities on Connector Streets, recommended where constraints prevent moving center lines

A clear finding from the community survey conducted for the Exeter Bicycle and Pedestrian Master Plan was public desire for greater separation between automobile traffic and bicycle and pedestrian facilities. While all of Exeter’s In-Town Connector Streets feature sidewalks on at least one side, in most cases people must ride bicycles either in lanes shared with automobiles or on shoulders separated from the travel lane by only a stripe. Right of way exists on many of these Connector streets to achieve better separation between automobiles and people on bicycles. Two approaches to this

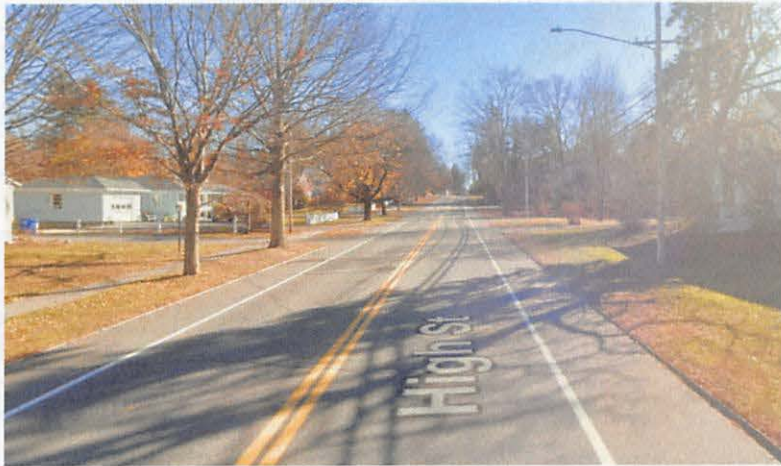
are shown in the illustrations here. Concept A replaces a single fog line with a 2’ wide striped buffer to create horizontal separation. Concept B is designed for areas of narrower right of way, and foregoes sidewalk on one side of the road to have space for a 10’ wide, bi-directional multi-use path on the opposite side. Ideally this is separated from the roadway by a planter strip, which together with street trees create a lower stress environment than sidewalk immediately adjacent to the curb. Concept A lacks the safety of vertical separation, but is suggested in the Historic District where center lines likely cannot be moved.



Concept B for separated bicycle facilities on Connector Streets including multi-use side path on one side of the street

IN-TOWN CONNECTOR STREETS: STREET FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks, Bike Lanes, Buffered Bike Lanes	N/A	Curb, Street Lighting (particularly at crossings), Planting Strips, Street Trees, RRFBs	Centerline Striping
Appropriate in Some Circumstances	Sharrows, Side Paths, Separated Bike Lanes	Curb Extensions/ Bulb-Outs, Mid-Block Crossings, Bus Shelter	Shoulders, On-Street Parking	Emergency Routes
Not Required	Bike Racks, Bike Corrals	Bus Pull Offs	N/A	N/A
Not Appropriate	N/A	Chicanes	Medians	Loading Zones



High Street East of Buzell Avenue

Functional Class: Minor Arterial

Target Speed: 25-30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: Not typically

Lanes & Widths: 2 lanes, 10'-11'

Sidewalk: Usually two sides

Traffic Separated Bike Lane or Side Path: Preferable

Shoulder Bike Lane: Minimum accommodation

Sharrows: In some cases

Centerline or Median: Centerline

Traffic Calming: Speed notification, signage or other notification of rural transition zone. Potential lane narrowing from adjoining rural highway.

Gateway Streets

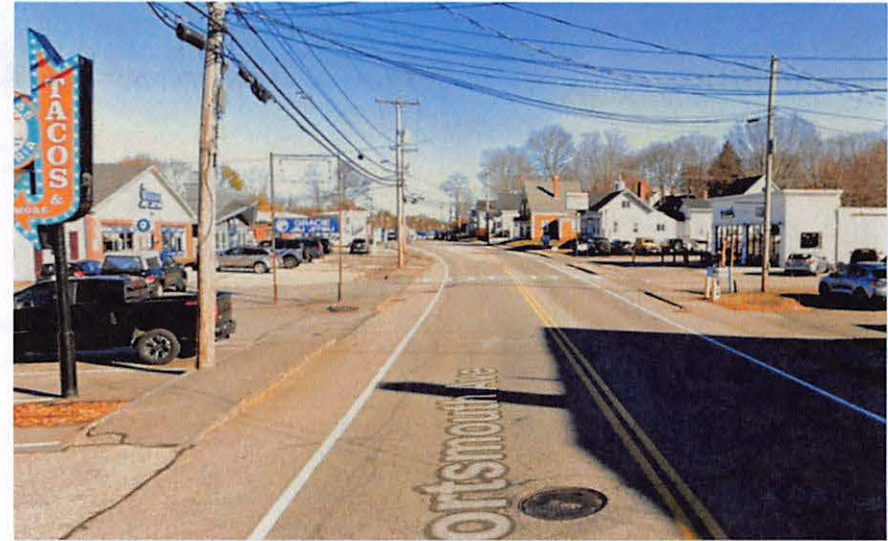
Description

Gateway streets are major entry points welcoming visitors to the town. They feature relatively high traffic volumes and speeds as compared to Connectors, Neighborhood and Town Center streets. Adjacent land use immediately on Gateway Streets is largely commercial, though they connect to multifamily residential developments and pocket neighborhoods whose residents need to travel the corridor to reach other parts of town. Traffic volumes and frequent turning movements, together with intersections that have largely been built for automobile traffic, make existing gateway streets high stress environments for walking and bicycling. Wayfinding signage beginning on these corridors and continuing into the town center can guide people entering the downtown to parking and other destinations. While not scenic corridors, pedestrian trips on Gateway Streets may be long, connecting to outlying neighborhoods, such that benches can provide rest areas for older travelers or parents with young children. New development may be induced to provide such amenities.

Vision for Gateway Streets in Exeter

Gateway streets should:

- Provide clear visual cues that signal entry into town
- Transition from higher-speed approaches to pedestrian-friendly environments
- Incorporate signage, landscaping such as planted buffer strips and street trees, and speed management

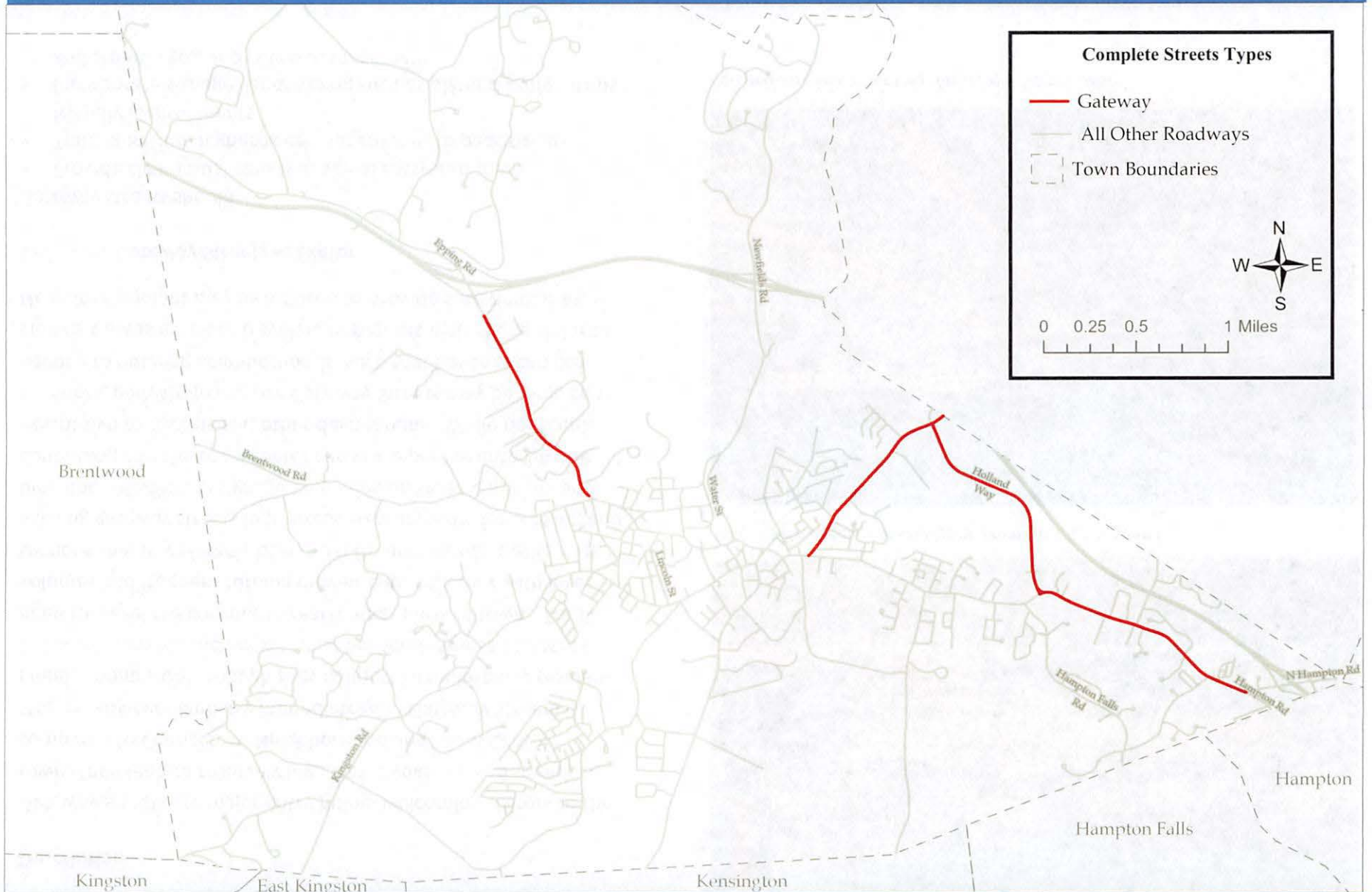


Portsmouth Avenue Looking North From Las Olas Taqueria

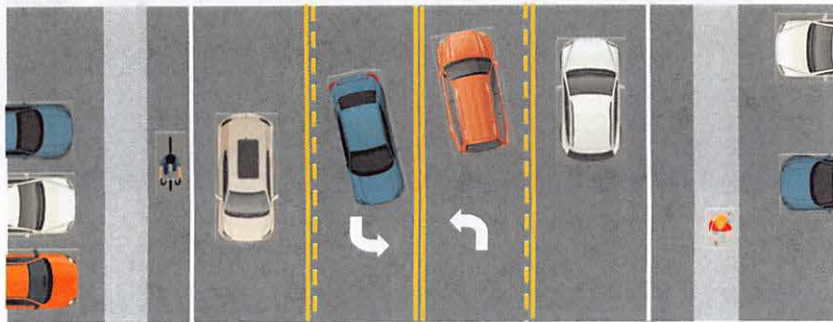
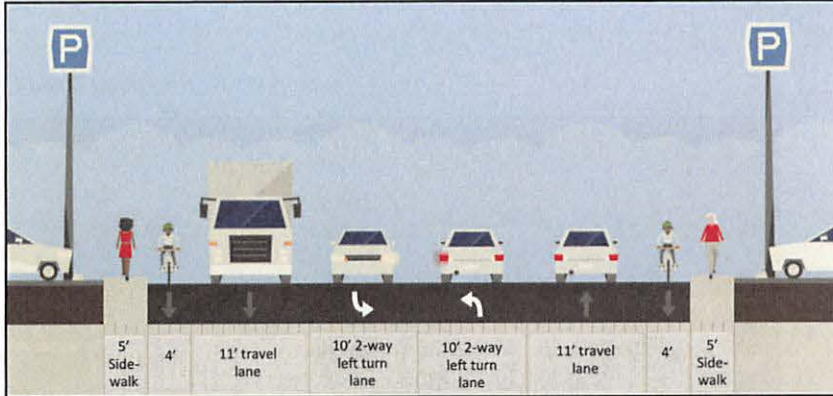


Portsmouth Avenue Looking North from Alumni Drive

EXETER'S GATEWAY STREETS



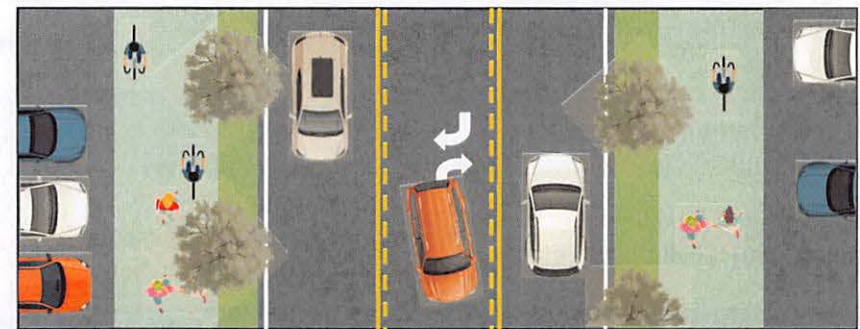
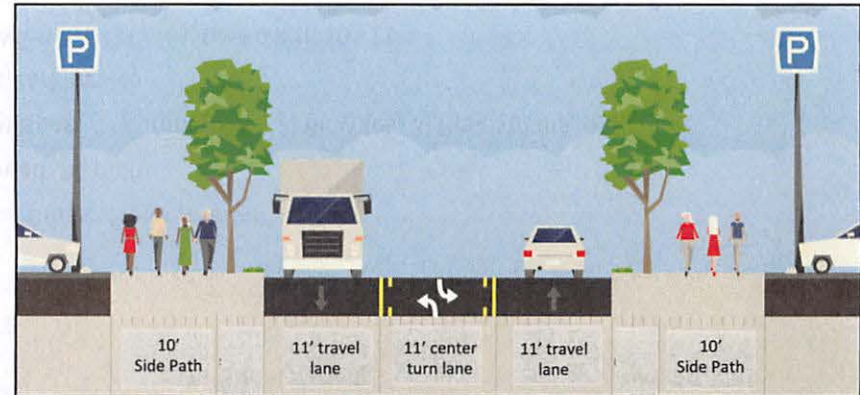
GATEWAY STREETS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



Existing conditions on Portsmouth Avenue

Public desire for greater separation between automobile traffic and bicycle and pedestrian facilities applies on Gateway Streets as well, with their high traffic volumes and frequent turning movements. Portsmouth Avenue north of Alumni Drive currently features two 11' travel lanes, two 10' left turn lanes, 4' shoulders and narrow 5' sidewalks without buffers, situated between road and parking lot. This 60' wide expanse of asphalt creates a high stress environment not conducive to walking or bicycling. An alternate scenario would be to provide vertically and horizontally separated multi-use side paths on each side of the street, with a planted buffer strip between

road and path. Space for this could be created by removing one of the two center turn lanes and using two additional feet of existing town right of way. Based on available data, the town's right of way for Portsmouth Avenue between Alumni Drive and Needham Bank is 64'-66' - wider than used by the current configuration. Right of way north of Needham Bank to the NH101 interchange is approximately 75'-100'. Similar designs are likely feasible for other Gateway Streets in town, though may be hampered by inconsistent right of way that narrows in places, and dependent on abutter willingness to cooperate on easements.



Concept for redesign of Portsmouth Avenue with multi-use sidepaths

GATEWAY STREETS: STREET FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalk, Buffered Bike Lanes, Side Paths	Pedestrian Refuge Islands, Bus Shelters, Bus Pull-Offs	Shoulder, Lighting (particularly at crossings), Street Trees, Planting Strips	Center Line Striping, Truck Routes, Emergency Routes
Appropriate in Some Circumstances	Shoulder Bike Route	Mid-Block Crosswalks with Flashing Beacons	Curb	N/A
Not Required	Bike Racks	Curb Extensions/Bulb-Outs	N/A	N/A
Not Appropriate	Shared Lane Markings/Sharrows	Raised Speed Reducers, Chicanes	On-Street Parking	Loading Zones



Epping Road Existing Conditions

Functional Class: Minor Arterial

Target Speed: 30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: No

Lanes & Widths: 2-3 lanes, lane width 10'-11'

Sidewalk: Usually two sided

Traffic Separated Bike Lane or Side Path: Preferred

Shoulder Bike Lane: Minimum

Sharrows: No

Centerline or Median: Centerline or other lane delineation, Median refuge at crosswalks

Traffic Calming: Not typically

Business/Industrial Access Roads

Description

These roads serve industrial or commercial zones, hosting freight and employee traffic to what can be significant employment centers. Typically these roads in Exeter have been designed solely with trucks and automobiles in mind; but especially as residential development fills in along the Gateway corridors from which these roads lead, design consideration should be given to providing non-motorized access to allow employees to more safely reach these employment centers.

Vision for Business/Industrial Access Roads in Exeter

Business/Industrial streets should:

- Safely accommodate freight movement
- Include safe pedestrian access for employees
- Provide bicycle connections to employment hubs

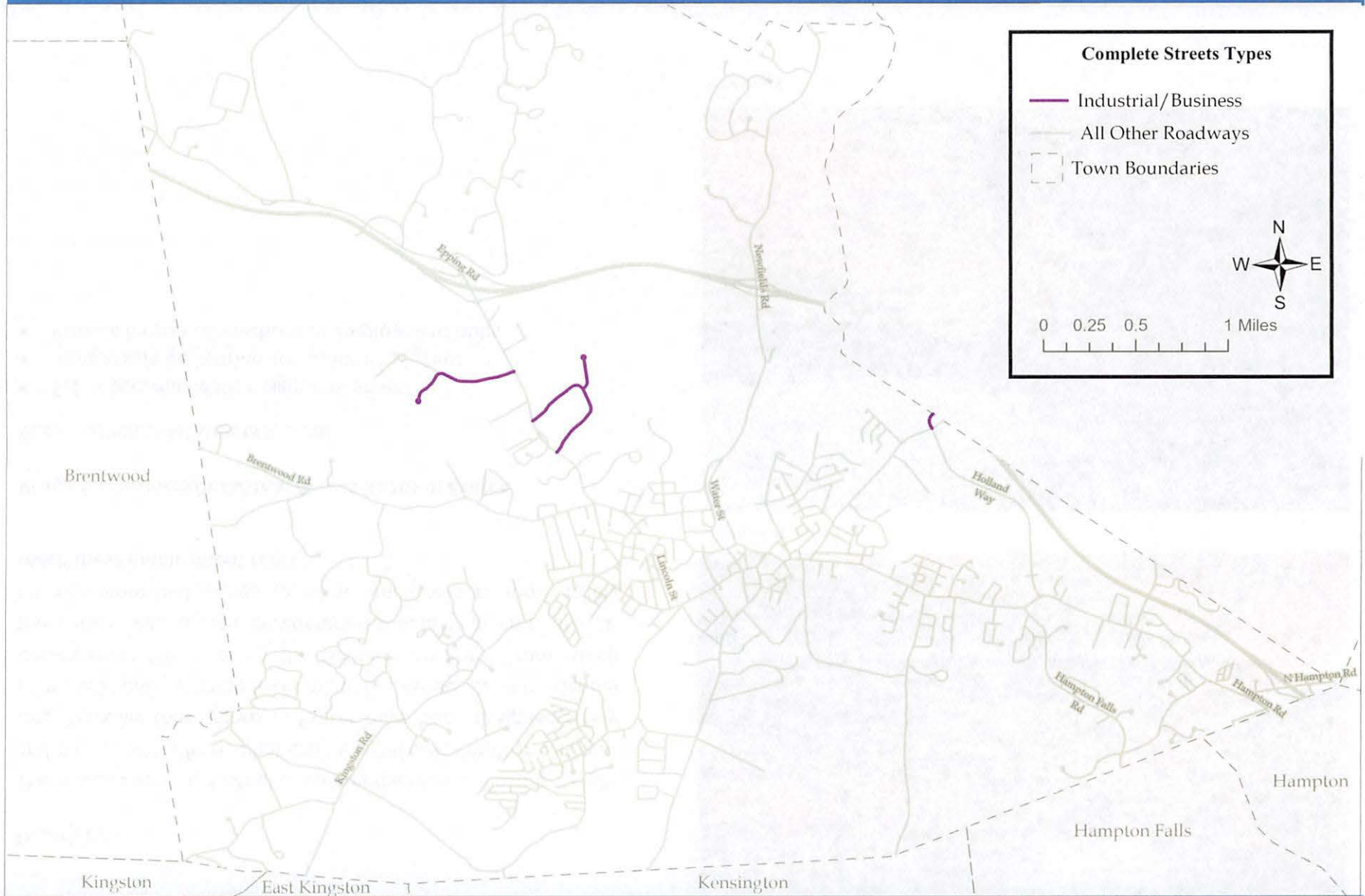


Continental Drive

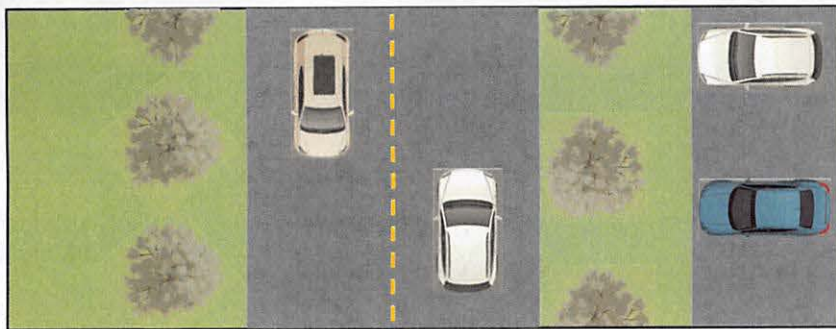
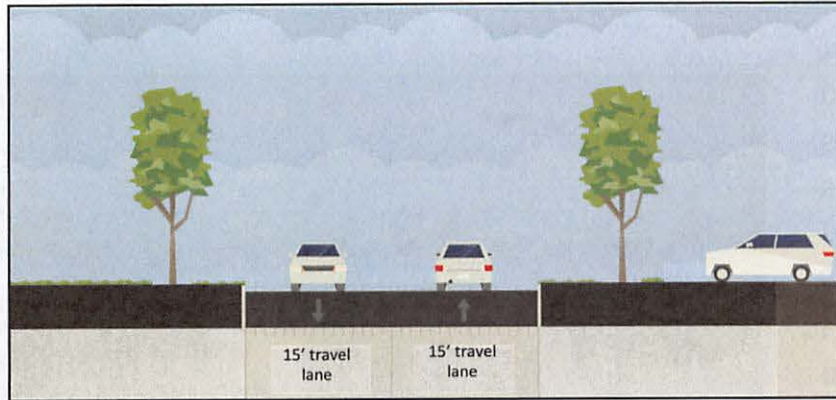


GTE Road

EXETER'S BUSINESS/INDUSTRIAL ACCESS ROADS



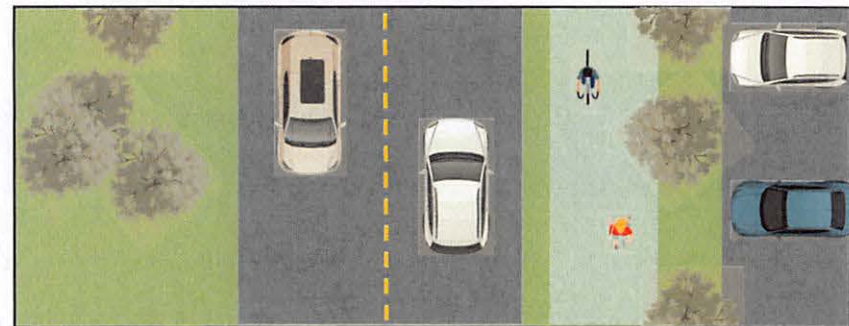
BUSINESS/INDUSTRIAL ACCESS ROADS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



Typical existing conditions on industrial park access roads in Exeter

Exeter has only a handful of publicly-owned business/industrial access roads, including Industrial Drive, Continental Drive, and GTE Road. All are designed for large truck and other automobile traffic, with no pedestrian or bicycle accommodation. Given that these roads connect some of the largest employment centers in town, pedestrian and bicycle access would also be appropriate.

Vertically separated bicycle and pedestrian facilities are preferred over painted horizontal separation. Industrial Drive in particular serves as an access point to the town trail system in Swazey Forest, such that ped/bike accommodation improvements are desirable in that location. Redesign of other business/industrial roads may be a lower priority for town funds than corridors that connect to a wider range of destinations.



Concept with side path added

BUSINESS/INDUSTRIAL ACCESS ROADS: ROAD FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks	N/A	Shoulder	N/A
Appropriate in Some Circumstances	Bike Lane, Buffered Bike Lane, Side Path	Mid/Block Crosswalks	Curb, Planting Strip, Street Lighting especially at crossings	Center Lane Striping
Not Required	Bike Racks	Curb Extensions/Bulb Outs	N/A	N/A
Not Appropriate	Shared Lane Markings/ Sharrows	Raised Speed Reducers, Chicanes	On-Street Parking	Loading Zones



Industrial Drive

Functional Class: Major Collector or Local

Target Speed: 30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: Yes and typically unmarked

Lanes & Widths: Typically 2 lanes 11'-12' for truck access

Sidewalk: One side

Traffic Separated Bike Lane or Side Path: Consider multi-use side path

Shoulder Bike Lane: Preferred

Sharrows: No

Centerline or Median: Not necessarily

Traffic Calming: No

Rural Roads

Description

Rural roads lie outside of Exeter’s Urban Compact area and often have scenic or agricultural character. The category of Rural roads actually includes two distinct road types: 1) rural state highways with striped centerlines and striped shoulders creating 11’-12’ travel lanes; and 2) narrower, lower speed local rural roads that typically lack striping. Rural roads support longer distance connections between communities, mainly by automobile, and cycling along them is typically limited to experienced recreational and utilitarian riders. Exeter in 2023 extended sidewalk along otherwise rural Kingston Road to connect outlying neighborhoods, but generally sidewalks are not a high priority investment on rural roads. Widening shoulders to 4’ creates space for bicycling outside of the travel lane and provides maintenance and safety benefits for all road users.

Vision for Rural Roads in Exeter

Rural streets should:

- Maintain rural character
- Improve safety through shoulder widening
- Accommodate bicyclists with paved shoulders or paths



Brentwood Road Looking West at Jolly Rand Trail

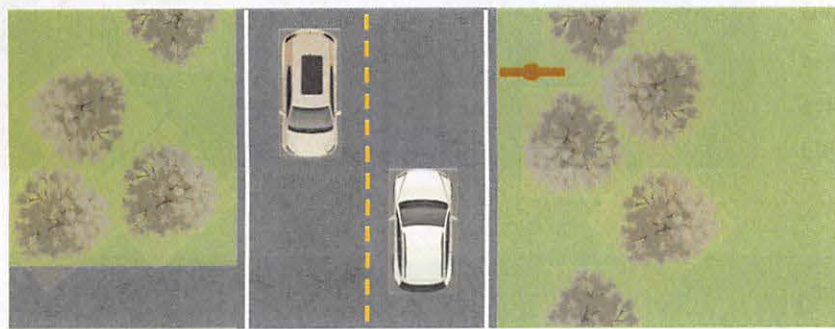


Hampton Road Looking East near Hampton Town Line

EXETER'S RURAL ROADS



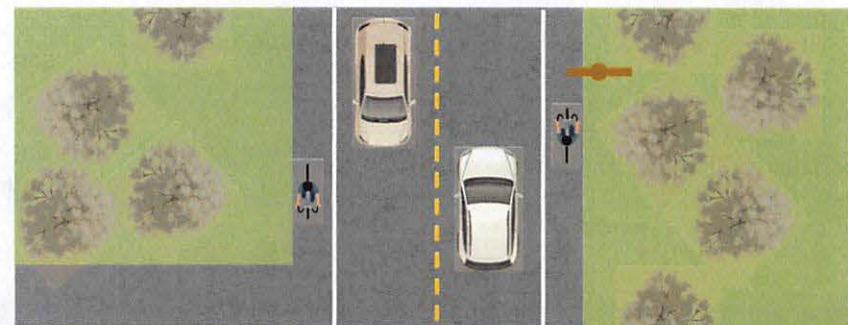
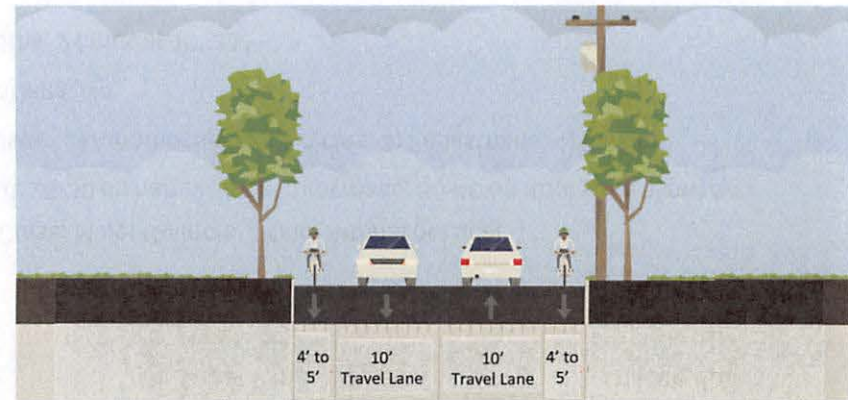
RURAL ROADS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



Typical existing conditions on rural roads in Exeter

Rural Roads in Exeter include both numbered state highways featuring striped centerline, striped shoulders, and relatively high speeds and traffic volumes; as well as narrower local rural roads that often lack center lines and support lower traffic volumes and speeds.

What both types of rural roads generally share in is design focused on accommodating automobiles and not other modes of transportation such as walking or bicycle. This said most rural roads in Exeter have adequate right of way to support shoulder widening. Sidewalks are generally not appropriate for rural roads, with possible exceptions for connecting neighborhoods to downtown from just outside of Urban Compact boundaries.



Proposed configuration with shoulder widening

RURAL ROADS: ROAD FEATURES OVERVIEW

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Shoulder Bicycle Lane	Narrow Lane Striping	N/A	N/A
Appropriate in Some Circumstances	Sidewalks	Crosswalks for Trail Crossings, Pedestrian Refuge Islands, Bus Shelter	Lighting at Trail Crossings	Centerline Striping, Evacuation Routes, Truck Routes
Not Required	Separated Bike Lane	Pedestrian Refuge Islands, Bus Pull-Outs	Curb, Street Trees	N/A
Not Appropriate	Buffered Bike Lane, Bike Racks	Chicanes	On-Street Parking, Median	Loading Zones



Drinkwater Road

Functional Class: Major Collector, Minor Arterial or Local

Target Speed: 25-30 on narrow, local rural roads; 35-40 on rural state highways

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: No

Lanes & Widths: 2 lanes at 10'-11'

Sidewalk: Typically none. Kingston Road sidewalk to Tamarind Lane is exception

Traffic Separated Bike Lane or Side Path: No

Shoulder Bike Lane: Target 4' shoulders on rural state highways

Sharrows: No

Centerline or Median: Centerline on state highways, usually no centerline on local rural roads

Traffic Calming: Narrowing striped lane width

Implementation

Plans and guideline books are only as good as their implementation. The following paragraphs offer recommendations for ensuring that Exeter's new Complete Streets Policy and Design Guidelines result in the desired incremental improvements to safety, connectivity and economic vitality.

Operations & Maintenance – Much of this guide focuses on design or redesign of street infrastructure. There is much to be gained with these engineering improvements, but they tend to be expensive and time consuming to implement. It's important to also focus attention and resources on how existing pedestrian and bicycle facilities are operated and maintained for a safety and accessibility.

- Plowing pedestrian facilities promptly following snow storms - A sidewalk or multi-use path is of little use in winter if it's not plowed for days after a storm such that people, particularly people with disabilities, must walk in the travel lane to find clear pavement.
- Clearing shoulders and vegetation management – Sand and debris collect on road shoulders and can create hazards for people on bicycles. Spring cleaning of shoulders is important as well as regular trimming of roadside brush that impinges on shoulders blocking sightlines or forcing people biking out into the travel lane.
- Regular repainting of pavement markings – As paint on crosswalks and other markings is worn by auto tires, those crosswalks and marking becomes less visible and the safety benefit diminishes considerably. Visibility of crosswalks is largely a matter of painted lines being wide, close together and regularly refreshed.

Prioritizing Projects - Which complete streets redesign projects are implemented first will be a combination of purposeful prioritization of larger projects and a systematic approach to incrementally incorporating small improvements as opportunities arise.

- Connectivity – Public input heavily emphasized the importance of connectivity in project prioritization. When adding new projects to the town's Capital Improvement Program (CIP), priority should be given to pedestrian and bicycle infrastructure that enhances safe connections to key destinations, including schools, parks, playgrounds and other community facilities; as well as grocery stores and Lincoln Street train station.
- Opportunistic Approach - Look for opportunities to incorporate improvements such as identified here into broader projects already defined in Exeter's 2026-2031 Capital Improvement Program. CIP projects presenting opportunities to improve pedestrian and bicycle safety and accessibility, whether conceived for this purpose or as side benefits from utility work, include:
 - Railroad Avenue/Front Street (2026-2027)
 - Phase III Intersection Study Program (2027)
 - Portsmouth Avenue Reconstruction (2027-2029)
 - Water Street Improvements (2024-2026)
 - Washington Street Improvements (2026-2027)
 - Green Street Neighborhood Reconstruction (2029-2030)
 - Bow Street Area Reconstruction (2031)

Implementation - Continued

- Low Hanging Fruit - Not all infrastructure improvements rise to the level of a CIP project. The Exeter Bicycle and Pedestrian Master Plan (2025) describes over 50 pedestrian and bicycle safety projects addressing Engineering, Education, Encouragement, Enforcement and Evaluation. Each is coded based on cost, timeline and level of impact. Among the lowest hanging fruit on the list are crosswalk safety improvements focused on higher visibility paint markings, warning signage and lighting.
- Complete Streets Design Approach for All Road Projects - Update the project development process for all local street and road projects to ensure needs of all road users are considered in the design process – recognizing that different street types have different user hierarchy as described in this document. Implement a complete streets project development checklist to be used for all large scale public projects, consistent with the requirements of the Exeter Complete Streets Policy. Encourage town staff and officials to participate in training on Complete Streets principles and best practices for design, maintenance and operation.
- Expand Community Outreach on Complete Streets - Public engagement on the Bicycle and Pedestrian Master Plan indicated understanding of and support for Complete Street concepts, but additional outreach will be key to building support for implementation.
- Demonstration Projects - Look for opportunities to test complete streets improvements with temporary “pop-up” installations of features like bump-outs and other traffic calming measures.

- Tracking Performance – Exeter’s new Complete Streets Policy, the companion document to these Design Guidelines, identifies several metrics for tracking performance in implementing a complete streets approach in town. These are divided into Implementation Measures and Measures of Effectiveness and include:

Implementation Measures

- Feet of new and reconstructed pedestrian and bicycle facilities (sidewalk, multi-use path, bicycle lanes, sharrows, crosswalk improvements).
- Number and percent of projects identified in Bicycle & Pedestrian Master Plan that have been implemented.
- Average time to complete snow clearance on sidewalks.

Measures of Effectiveness

- Pedestrian and bicycle volume counts to measure use of existing and improved routes. Conduct baseline counts then track changes in volume following completion of improvements.
- Vehicle speed counts in targeted corridors. Establish baseline speed data on targeted streets and track change as traffic calming strategies are incorporated.
- Crash incidence, particularly involving vulnerable road users. Track crash numbers, severity, locations and contributing factors such as speed and distraction.

Additional Design References

As planning concepts advance to engineering, projects should reflect current best practices in bicycle and pedestrian design. The technical sources below provide extensive guidance for planning, implementing, and maintaining bicycle and pedestrian infrastructure.

- American Association of State Highway and Transportation Officials (AASHTO), Guide for Development of Bicycle Facilities, 5th Edition (2024)
- American Association of State Highway and Transportation Officials (AASHTO), Guide for the Planning, Design and Operation of Pedestrian Facilities, 2nd Edition (2021)
- Federal Highway Administration (FHWA), Small Town and Rural Multimodal Networks Design Guide (2016)
- Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition (2023)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Public Right of Way Accessibility Guidelines (PROWAG) (2024)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Americans with Disabilities Act (ADA) Accessibility Standards (2010)
- Smart Growth America, Complete Streets Policy Framework (2023)
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 3rd Edition (2025)
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013)
- FHWA Safe Transportation for Every Pedestrian (STEP) Studio: Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety (2020)
- Exeter Town Master Plan (2018)
- Exeter Bicycle & Pedestrian Master Plan (2024)



TOWN OF EXETER COMPLETE STREETS POLICY

PREAMBLE

Exeter's traditional New England community layout includes a downtown core centering on Water and Front Streets, residential neighborhoods in close proximity to downtown, town parks and conservation land, gateway business districts and rural highways connecting to neighboring communities including Portsmouth, Hampton, Newfields, Brentwood, and Stratham. Exeter is home to Phillips Exeter Academy, historic districts and individual historical and cultural sites foundational to the nation's history, and nature-based recreational opportunities like the Swasey Town Forest. The town is also served by the Amtrak Downeaster passenger rail service and the Cooperative Alliance for Seacoast Transportation (COAST) on-demand transit, allowing people of all ages and abilities to make trips around town and the region. Exeter's amenities and location make it an attractive place for families and households of all ages and abilities, and for multiple transportation modes.

Exeter's downtown and its in-town neighborhoods are largely walkable and connected by an extensive sidewalk network, which the town has incrementally expanded over many years. Town support for Complete Streets principles was made explicit in the 2018 Exeter Master Plan, and reiterated in Exeter's Bicycle and Pedestrian Master Plan adopted in 2025; both of which call for development of a town Complete Streets Policy. In addition to the call for a Complete Streets Policy, the Bicycle and Pedestrian Master Plan included recommendations for over 50 specific infrastructure and non-infrastructure projects to improve non-motorized safety and accessibility.

1. VISION AND INTENT

Streets and roadways in Exeter will be convenient, safe and accessible for travelers of all ages and abilities, including people walking, bicycling, driving, and riding public transportation.

The term "Complete Streets" means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across streets and roadways.

The town's vision for Complete Streets is shaped by the Town Master Plan (2018), Bicycle & Pedestrian Master Plan (2025), and public engagement undertaken for the development of this Complete Streets Policy and the accompanying Complete Streets Design Guidelines. Public feedback received as part of all three of these planning processes strongly supported the idea that streets should support safe travel for residents and visitors, strengthen economic centers, and enhance neighborhood livability.

Key elements of the vision include:

- A network of walkable, connected neighborhoods
- A vibrant and accessible town center
- Safe, low-stress walking and bicycling corridors
- Streets that reflect distinct rural, suburban, and downtown character
- Incremental infrastructure investment that supports safety, economic vitality, long-term sustainability and resilience

While motor vehicles are anticipated to remain a principal mode of transportation in town, ensuring that people walking and bicycling can safely get where they need to go in Exeter is important and will yield broader benefits for the community, supporting economic vitality and quality of life for residents, visitors and businesses. People who need complete streets range from youth commuting to school, jobs and entertainment in town; to visitors coming to town to shop and dine; to older adults aging in place in their homes who need to reach the grocery store, library, downtown businesses, or doctor's offices.

The intent of this Policy is to formalize the strategic and comprehensive planning, design, operation and maintenance of Exeter roadways so that Complete Streets principles are able to be incorporated during eligible improvements and projects. These principles strive to provide the best possible combination of service, mobility, convenience, health, and safety while strengthening connection to civic life and essential destinations in Exeter.

All transportation infrastructure and street design and construction projects requiring funding or approval by the Town of Exeter shall adhere to the Town's Complete Streets policy to the extent practical. For projects inside the Town's boundaries but outside its jurisdiction, such as on a private development site or at an education institution, the Town will advocate that the project complies with the Complete Streets Policy and interconnect with the existing multimodal transportation network.

CORE COMMITMENT

2. ALL USERS AND MODES

Exeter's transportation system will be designed, maintained and operated to the greatest extent possible to ensure and promote the safety, health, comfort and convenience of all users of all modes of transportation. These users include pedestrians, bicyclists, assistive mobility device users, public transit and paratransit riders, motorists, commercial vehicle drivers, emergency crews, and freight providers. Those who cannot drive private cars – including children, and many elderly, disabled or low income residents – will have increased mobility, independence, and safety. The transportation system will contribute directly to the safety, health, economic vitality

and quality of life of all Town residents and will promote access to multi modal transportation for all.

3. ALL PROJECTS AND PHASES

All transportation and roadway projects, including municipal road repairs, upgrades and expansion projects on public right of way, and new private subdivision and commercial projects, are opportunities to incorporate Complete Streets principles in design and construction.

Complete Streets elements that anticipate future demand for walking, bicycling, transit and motorist uses will be integrated into the design of new, rehabilitated or reconstructed roadways and/or transportation infrastructure projects. Complete Streets may be achieved by incorporating single elements into a particular project or incrementally through a series of smaller improvements or maintenance over time.

The Town of Exeter will develop procedures to incorporate Complete Street elements in all transportation projects, including municipal road repairs, upgrades, or expansion projects on public right-of-way. The Town will approach every relevant project – transportation, public utilities, infrastructure, and public and private development – as an opportunity to improve public access and safety along Exeter’s transportation network. The Town of Exeter, through collaboration with the appropriate Town boards, committees, and departments, will actively seek opportunities to repurpose rights-of-way to enhance interconnections for people walking, biking, or riding public transit.

Complete Streets principles shall be applied in all street construction, retrofit, and reconstruction projects except the following:

1. Where pedestrians and bicyclists are prohibited by law from using the facility. In this case, alternative facilities and accommodations should be provided within the same transportation corridor, and the ability to reasonably and conveniently cross the facility will be part of the facility design and construction.
2. Where existing right-of-way does not allow for the accommodation of all users. In this case alternatives shall be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities.
3. Where the cost of establishing walkways or bikeways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.

4. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.
5. Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.
6. Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes. However, all temporary detours shall comply with temporary traffic control requirements of the Manual of Uniform Traffic Control Devices.
7. Ordinary public works or utility maintenance activities, including, but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines, installation or repair of fire hydrants, installation or repair of private utility fixtures.

BEST PRACTICES:

4. DESIGN

The Town of Exeter shall use the best and latest design guidance, standards, and recommendations to make Complete Streets improvements that are relevant, applicable, functional, and desirable. Design criteria shall not be purely prescriptive, but shall be based on the thoughtful application of engineering and design principles. References include, but are not

Relevant and updated documents and guidelines produced by relevant experts, including but not limited to:

- American Association of State Highway and Transportation Officials (AASHTO), Guide for Development of Bicycle Facilities, 5th Edition (2024)
- American Association of State Highway and Transportation Officials (AASHTO), Guide for the Planning, Design and Operation of Pedestrian Facilities, 2nd Edition (2021)
- Federal Highway Administration (FHWA), Small Town and Rural Multimodal Networks Design Guide (2016)
- FHWA Safe Transportation for Every Pedestrian (STEP) Studio: Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety (2020)
- Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition (2023)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Public Right of Way Accessibility Guidelines (PROWAG) (2024)

- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Americans with Disabilities Act (ADA) Accessibility Standards (2010)
- Smart Growth America, Complete Streets Policy Framework (2023)
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 3rd Edition (2025)
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013)

As design guidelines and best practices such as those listed above are updated, the most recent versions shall be referred to in place of older versions.

5. CONTEXT SENSITIVITY

Complete Streets elements included in the planning and implementation of roadway projects shall be applied in a manner sensitive to the context of the community’s physical, economic, and social setting. This context sensitive approach seeks a balance between preserving and enhancing scenic, aesthetic, historical, community and environmental resources while improving safety, mobility, accessibility and infrastructure. It includes participation of those affected, and, as much as feasible, neighborhood based community outreach and/or meetings on or near project sites. Balance is achieved through broad, active and innovative public outreach efforts early and continually, the application of flexibility through design, addressing all relevant modes of travel, and considering the community’s goals, values and aesthetics at a level commensurate with project needs.

6. PERFORMANCE MEASURES

Established performance standards shall measure how well the street is serving all users. As better data collection evolves, so will the standards. Using existing baseline data, the following performance measures will be used to show progress. These include both Implementation Measures and Measures of Effectiveness:

Implementation Measures

- New and reconstructed pedestrian and bicycle facilities:
 - Feet of sidewalk
 - Feet of multi-use path
 - Feet of buffered on-street bicycle lanes
 - Number of sharrows
 - Number of crosswalk improvements (high visibility striping, signage, lighting).

- Number and percent of projects identified in Bicycle & Pedestrian Master Plan that have been implemented.
- Number of and reasons for approved exemptions from requirements of this policy
- Average time to complete snow removal from primary and secondary sidewalk networks following snow storms.

Measures of Effectiveness

- Pedestrian and bicycle volume counts to measure use of existing and improved routes. Conduct baseline counts then track changes in volume following completion of improvements.
- Vehicle speed counts in targeted corridors. Establish baseline speed data on targeted streets and track change as traffic calming strategies are incorporated.
- Crash incidence, particularly involving vulnerable road users. Track crash numbers, severity, locations and contributing factors such as speed and distraction.

7. IMPLEMENTATION

The Town of Exeter shall implement this policy in such a way that Complete Streets principles are fully integrated into routine transportation decision making practices and processes. The following is the implementation plan:

1. Establish new or revise existing procedures, plans, regulations, policies, guidelines and other documentation to ensure accommodation of all users in each project and to reflect current best practices in transportation design. As part of this, implement a complete streets project development checklist to be used for all large-scale public projects, consistent with the requirements of this policy.
2. Encourage municipal staff and community leaders to attend training on Complete Streets principles and best implementation practices.
3. Establish and maintain an inventory of pedestrian, bicycle and transit infrastructure to assist with prioritization of improvement projects.
4. Promote project coordination among Town departments to encourage the most responsible and efficient use of resources for projects within the public way.
5. Consider capital planning and funding increases to encourage implementation of the Complete Streets Policy and projects identified in the Bicycle and Pedestrian Master Plan, and pursue outside federal, state and private resources.
6. Work with neighboring municipalities and relevant stakeholders as needed to improve interregional travel between Exeter and neighboring communities when Complete Streets improvements warrant such collaboration.

7. Engage residents, business owners and employees along targeted corridors to inform design priorities for complete streets improvement projects.
8. Provide public education on and enforcement of proper road use behavior for all users and all modes
9. Present a Progress Report to the Master Plan Oversight Committee, Select Board and Town Manager each year including performance measures outcomes and Complete Streets implementation successes.

Oversight responsibility: The Select Board and the Town Manager, in concert with other appropriate Town departments and committees, shall oversee implementation, establish reporting requirements, and review annual progress reports.

Tax Abatements, Veteran's Credits & Exemptions

List for Select Board meeting April 27, 2026

Abatement				
Map/Lot/Unit	Location	Amount	Tax Year	
110-2-84	118 Winding River CG	\$316.00	2025	
110-2-84	118 Winding River CG	\$278.91	2024	
110-2-84	118 Winding River CG	\$311.08	2023	
110-2-84	118 Winding River CG	\$360.11	2022	

Discretionary Easement

Map/Lot/Unit	Location	Amount	Tax Year
52-1	58 Jady Hill Ave	64.44 acres	

NOT ATTACHED Will be submitted when we receive the appraisal in May.

Veterans Credit

Map/Lot/Unit	Location	Amount	Tax Year
73-78-3	18A Carroll St	\$500.00	2026
95-64-15	19 Lindenshire Ave	\$500.00	2026

All Veterans Credit

Map/Lot/Unit	Location	Amount	Tax Year	
19-16-103	3 Rocky Ridge Cir	\$500.00	2026	
38-12	19 Newfields Rd	\$500.00	2026	
72-118	17 South St	\$500.00	2026	
64-105-34	34 Hayes MH Pk	\$500.00	2026	
95-75	71 Linden St	\$1,000.00	2026	BOTH VETERANS

Elderly Exemption

Map/Lot/Unit	Location	Amount	Tax Year	
104-68	147 Court St	198,000	2026	
95-64-149	30 Morton St	198,000	2026	
95-64-15	19 Lindenshire Ave	198,000	2026	WITH THE VETERANS
103-7	11 Dow St	198,000	2026	
95-64-280	58 Alder St	198,000	2026	
87-18-46	46 Pine Meadows Rd	238,000	2026	
104-79-16	16 Sir Lancelot Dr	238,000	2026	
95-64-104	46 Lindenshire Ave	238,000	2026	
52-44	13 Ridgecrest Dr	238,000	2026	
104/79/301	301 Friar Tuck Dr	Denial		
95-64-308	26 Hilton Ave	Denial		

Disability Exemption

Map/Lot/Unit	Location	Amount	Tax Year
96-2-9	9 Strout's MH Pk	125,000	2026
99-31	2 Stoneywater Rd	125,000	2026
61-15	6 Greenleaf Dr	125,000	2026

Change in Current Use Assessment

Map/Lot/Unit	Location	Amount	Tax Year
97-41	3 Pickpocket Rd		2026

Educational Exemption

Map/Lot/Unit	Location	Amount	Tax Year	
71-119-E	11 Marlboro St	62,300	2026	Exeter Day School
108-1	65 Hampton Falls Rd	337,100	2026	Heronfield Academy
72-204-1E	17 Spring St	545,200	2026	PEA
72-162-E	40 Front St	1,193,200	2026	PEA
64-42	255 Water St	1,277,200	2026	PEA
83-87	31 Elliott St	1,492,900	2026	PEA
64-46	223 Water St	1,540,100	2026	PEA
72-198	43 Front St	1,602,200	2026	PEA
64-43	225 Water St	1,861,800	2026	PEA
64-41-E	231-237 Water St	2,864,500	2026	PEA
62-112	64 Epping Rd	3,555,000	2026	Great Bay Kids
71-119-E	14 Gilman Ln	4,934,800	2026	PEA
72-169-E	Elm,Elliott,Court St	23,366,500	2026	PEA
72-208-E	20 Main St	26,616,800	2026	PEA
83-1-E	Gilman St	29,884,000	2026	PEA
72-209-E	Main/Front/Tan	30,888,800	2026	PEA

Religious Exemption

Map/Lot/Unit	Location	Amount	Tax Year	
72-165	4 Elm St	665,200	2026	Regeneration Church
72-222-E	12 Center St	1,029,300	2026	Congregational Church
72-166-E	10 Elm St	1,495,000	2026	First Unitarian Universal
83-60	43 Pine St	3,359,200	2026	Christ Church Exeter

Charitable Exemption

Map/Lot/Unit	Location	Amount	Tax Year	
35-4	40 Newfields Rd	553,400	2026	One Sky
69-5	6 Hampton Rd	760,300	2026	Easter Seals
72-9	12 Water St	1,515,800	2026	Society NE Antiquities

Permits & Approvals

SRF Loan Authorization to Accept and Sign



EXETER PUBLIC WORKS DEPARTMENT

13 NEWFIELDS ROAD • EXETER, NH • 03833-3792 • (603) 773-6157 • FAX 772-1355

www.exeternh.gov/publicworks • publicworks@exeternh.gov

TO: Exeter Select Board

FROM: Stephen Cronin, Public Works Director

CC: Melissa Roy, Interim Town Manager

DATE: April 22, 2026

RE: Authorization to Borrow – Surface Water Treatment Plant Final Design

SUGGESTED MOTION:

Motion to amend the DWSRF loan agreement with the New Hampshire Department of Environmental Services for Surface Water Treatment Plant Design in an amount up to \$2,500,000, and to further authorize the Town Manager, Interim Town Manager, or Select Board Chair to sign the associated loan application, agreement, and disbursement request documents.

In August 2025, Exeter was placed on the New Hampshire Drinking Water State Revolving Fund (DWSRF) Project Priority List and awarded \$2 million for the final design and engineering of a new surface water treatment plant. At the 2026 Town Meeting, voters approved Article 6, supporting this next phase of design. To access the funds, the Town must formally authorize the borrowing and submit a final application by May 1, 2026 to amend its current Loan Agreement with NHDES.

This amendment builds upon prior SRF-funded work. In 2024, the Town secured a \$500,000 DWSRF loan to support planning and preliminary design efforts, including evaluation of site alternatives, confirmation of design flow, piloting of treatment technologies, and refinement of project costs. The current request to amend the loan agreement reflects the transition from this preliminary design phase into final design and engineering.

The required Drinking Water Infrastructure Project Authority to Borrow and Signature Form and Drinking Water Infrastructure Project Loan/Grant Amendment Application Form are attached for reference.



DRINKING WATER INFRASTRUCTURE PROJECT LOAN/GRANT AMENDMENT APPLICATION FORM



Drinking Water State Revolving Fund (DWSRF), Drinking Water & Groundwater Trust Fund (DWGTF),
PFAS Remediation Loan Fund (PFAS-RLF), and American Rescue Plan Act Fund (ARPA)

Env-DW 1100; Env-DW1300; Env-Dw 1400

1. PUBLIC WATER SYSTEM/OWNER INFORMATION	
Water System Name: Exeter Water Department	Town/City: Exeter, NH
Public/Municipal System <input checked="" type="checkbox"/> Private System <input type="checkbox"/>	PWS ID#: 0801010
Drinking Water Infrastructure Project # 0801010-06	
Contact Person: Stephen Cronin, Director of Public Works	
Phone: (603) 773-6161	Email: scronin@exeternh.gov

2. PROJECT TITLE	Surface Water Treatment Plant Final Design
-------------------------	---

3. TYPE OF AMENDMENT (Check all that apply)	
<input checked="" type="checkbox"/> Extend scheduled completion date	<i>New Schedule Completion Date: 12/31/2028</i>
<input type="checkbox"/> Increase grant amount	<i>New Grant Amount:</i>
<input checked="" type="checkbox"/> Increase loan amount	<i>New Loan Amount: \$2,500,000</i>

4. DESCRIPTION OF MODIFICATIONS & JUSTIFICATION FOR AMENDMENT - provide a concise description of the changes to the project scope and need for the amendment:
<p>Exeter relies on groundwater (GW) and surface (SW) sources, currently about 40% GW and 60% SW. Both SW & GW are required to meet existing and projected demands in keeping with the Town's Integrated Management approach to water supply. The Town is advancing GW supply improvements but SW improvements are also needed. This project includes the planning, preliminary design, piloting, and final design of a new SWTP. The existing SWTP was constructed in 1905 and upgraded in 1924, 1972, and 1992, with more recent disinfection improvements. The general facility is well beyond its anticipated design life. Based on the facility's age, limited site area, and location in a flood zone where there have been 2 major flood events impacting service, rebuilding on the current site is not recommended. The planning/preliminary engineering process includes confirmation of SWTP capacity depending on GW supplies, withdrawals permitting, review of Skinner Springs source, site alternatives investigation, review of alternative water sources, water quality investigations, piloting treatment alternatives, refining the treatment process, plant layout, connecting mains and utilities, and re-purposing the existing site. The final design of the SWTP, including specifications, drawings, and bid documents, will be based on the preliminary work, with construction to follow under future funding. The Town received \$500k in SRF funding in 2024 out of \$2.5M requested and preliminary design is in progress. This amendment is intended to fund the project through final design.</p>

[Drinking Water State Revolving Fund](#)
[Drinking Water & Ground Water Trust Fund](#)
[PFAS- Remediation Loan Fund](#)

5. REVISED BUDGET		
Task/Classification	Original Budget	Revised Budget
Preliminary & Final Design	\$ 500,000	\$ 2,500,000
	\$	\$
	\$	\$
	\$	\$
TOTAL:	\$ 500,000	\$ 2,500,000

6. REVISED PROJECT SCHEDULE
Design Start Date: 07/01/2026
Construction Contract Award Date: 01/01/2029
New Project Completion Date: 12/31/2031

7. UPDATED AUTHORITY TO BORROW/AUTHORIZATION TO ACCEPT GRANT FUNDS

- For an increase in loan funds, a new authority to borrow will be required.
- For an increase in grant funds, a new vote of authorization will be required.
- Privately owned systems also need to submit meeting minutes.

8. UPDATED FINANCIALS (Private Systems Only)

- For an increase in loan funds, privately owned entities need to provide updated financial statements (determined on a case-by-case basis).

9. UPDATED ENVIRONMENTAL REVIEW

- If an increase in funding is for work in a different location or changes in project scope, a new [Environmental Review](#) for the proposed revisions may be required. If applicable, please submit a new [Environmental Review template](#) for the revised location/scope with this amendment request.

Borrower/Grantee certifies that the above information and in the attachments is true, correct and complete to the best of the representative's knowledge and belief.

Signature of Authorized Representative

Melissa Roy, Interim Town Manager

Title

Date



DRINKING WATER INFRASTRUCTURE PROJECT AUTHORITY TO BORROW AND SIGNATURE

Authority for Publicly Owned Entities
Drinking Water State Revolving Fund (DWSRF)
Drinking Water and Groundwater Trust Fund (DWGTF)
PFAS Remediation Grant and Loan Fund (PFAS-RLF)



Env-Dw 1100; Env-Dw 1300; Env-Dw 1400

The warrant article/resolution must indicate the authority to raise, appropriate and spend the requested funds and must include the full loan amount(s).

Part 1: AUTHORITY TO BORROW FUNDS

WHEREAS, the Exeter Select Board ("Applicant"), has voted at a meeting duly called and held at Exeter Town Offices on March 10, 2026 (the "Meeting") it was VOTED:

1. That the construction of certain works, generally described as: **Surface Water Treatment Plant Final Design** ("Project") is desirable and in the public interest.
2. That the Applicant has after examining and duly considering the provisions of RSA 486:14; RSA 485-H or RSA 485-F and the New Hampshire Code of Administrative Rules Env-Dw 1100; Env-Dw 1300; or Env-Dw 1400, which relate to loans from the State of New Hampshire, determined the Project is desirable and in the public interest.
3. That the Applicant has determined it is desirable and in the public interest to apply for a loan from the **Drinking Water State Revolving Fund (DWSRF) in the amount of \$2,000,000.**
4. That the Applicant has determined it has the authority to raise, appropriate, and spend the amount of funds to be requested for the Project.
5. That a certified copy of this resolution will be included as part of the application to be submitted for a loan.
6. That the Applicant agrees to repay the loan as stipulated and agreed to in the loan agreement once executed.
7. That the Applicant agrees to make provisions for assuming proper and efficient operation and maintenance of the facilities after completion of the construction thereof.

I swear under pains and penalty of perjury, that I am duly authorized as Town Clerk to certify actions of the Exeter Select Board and do certify that said vote has not been amended or repealed and remains in full force and effect as of the date of this Certification.

ATTEST:

Date:

Type Name: Andrea Kohler

Title: Town Clerk

Part 2: CERTIFYING AUTHORIZATION TO SIGN

At a meeting of the Exeter Select Board (“Applicant”) duly called and held at Exeter Town Offices on April 27, 2026 at which a quorum was present and acting, it was VOTED:

1. That the following person(s) are authorized to sign the final application for a loan agreement from the **Drinking Water State Revolving Fund (DWSRF)** (the “Loan Fund”):

Paul Cohen	Town Manager
Melissa Roy	Interim Town Manager
Select Board Chair	Niko Papakonstantis

2. That the following person(s) are authorized to sign the loan agreement for funds from the Loan Fund, which will bind the Applicant to the terms and conditions of the loan:

Paul Cohen	Town Manager
Melissa Roy	Interim Town Manager
Select Board Chair	Niko Papakonstantis

3. That the following person(s) are authorized to sign loan disbursement requests for funds from the Loan Fund:

Paul Cohen	Town Manger
Melissa Roy	Interim Town Manager
Select Board Chair	Niko Papakonstantis

I swear under pains and penalty of perjury, that I am duly authorized as Town Clerk to certify actions of the Town of Exeter and do certify that said vote has not been amended or repealed and remains in full force and effect as of the date of this Certification.

ATTEST:

Date:

Type Name: Andrea Kohler

Title: Town Clerk

2026 Paving Services Contract Extension



EXETER PUBLIC WORKS DEPARTMENT

13 NEWFIELDS ROAD • EXETER, NH • 03833-3792 • (603) 773-6157 • FAX 772-1355

www.exeternh.gov/publicworks • publicworks@exeternh.gov

TO: Exeter Select Board
FROM: Stephen Cronin, Public Works Director
CC: Melissa Roy, Interim Town Manager
DATE: April 24, 2026
RE: Contract Extension – 2026 Paving Services

SUGGESTED MOTION:

Motion to extend the contract with Bell & Flynn, LLC for Paving Services for one additional year at the following unit prices:

Item #1: Bituminous Concrete Pavement – Machine Method

\$71.90 per ton for Binder Course

\$72.90 per ton for Surface Course

\$73.90 per ton for “Urban Compact” Surface Course

\$74.90 per ton for Cul-de-sac Street and Leveling Course

Item #2: Bituminous Concrete Pavement – Hand Method

\$175.00 per ton

Item #3: Bituminous Concrete Curb/Berm

\$5.00 per linear foot

and to further authorize the Interim Town Manager to sign the associated contract documents.

Attached is a proposal from Bell & Flynn, LLC for paving services for the 2026 construction season. Despite continued cost pressures, Bell & Flynn is offering to extend the current agreement for an additional year, maintaining most unit prices, with limited adjustments where necessary. Unit prices for machine paving remain consistent with prior years, while hand method paving and curb/berm paving have increased modestly—from \$150.00 to \$175.00 per ton, and from \$4.50 to \$5.00, respectively. All pricing is subject to adjustment per New Hampshire Department of Transportation’s (NHDOT) guidelines for Fuel (Item 1010.15) and Asphalt Cement Adjustment (Item 1010.2).

The Highway Department’s road paving/maintenance budget for 2026 is \$700,000. Based on available funding, the Department has prioritized the following roads for paving this year: Continental Drive, Columbus Avenue, Allen Street, Leary Court, Stevens Court, Downing Court, Melody Lane, and Court Street (from Front Street to Elm Street).

This proposal is competitive with installed tonnage prices for other southeastern New Hampshire communities and low bid unit prices for 2025/2026 NHDOT projects. The Public Works Department recommends approval of this contract extension with Bell & Flynn for 2026 based on stable and competitive pricing and the contractor's ability to deliver timely, high-quality paving services.

BELL & FLYNN LLC

Pavement Reclamation
Engineers & Contractors

Planning · Testing · Design · Engineered/Reconstruction · Construction

Telephone: (603) 778-8511
Fax: (603) 772-4396

69 Bunker Hill Avenue
Stratham, NH 03885

April 1, 2026

Town of Exeter
Select Board
10 Front Street
Exeter, NH 03833

Dear Ms. Melissa Roy, Interim Town Manager,

Despite continuing cost increases associated with wages/benefits, equipment/maintenance, transportation/energy and regulatory requirements which are customarily reflected in increased unit prices at the commencement of each construction season, Bell & Flynn LLC is pleased to be able at this time to offer to extend the current contract for paving services under the same terms, conditions and prices upon mutual agreement by the Town of Exeter.

The Unit Price of Pay Item #1, "Bituminous Concrete Pavement - Machine Method", per ton, in place, per Project Manual and Specifications, shall remain: \$71.90 per ton for Binder Course (e.g., Anna Louise Dr) - the same unit price paid for all pavements installed during the 2012-2014 construction seasons!

\$72.90 per ton for Surface Course (e.g., Continental Dr, Pine Rd, Columbus Ave, Minuteman Ln)

\$73.90 per ton for "Urban Compact" Surface Course (e.g., Court St, Linden St, Tan Lane, Spring St)

The Unit Price for Cul-de-Sac Streets (e.g., Allen St et al., Comings Ct, Farmington Rd) and the installation of Leveling Course shall remain \$74.90 per ton.

The Unit Price of Pay Item #2, "Bituminous Concrete Pavement – Hand Method", in place, per Project Manual and Specifications, shall be \$175.00 per ton.

The Unit Price of Pay Item #3, "Bituminous Concrete Curb/Berm", in place, per Project Manual and Specifications, shall remain \$5.00 per linear feet.


The unit price of Bituminous Concrete Pavement shall continue to be subject to adjustment per NHDOT asphalt adjustment clause (Item 1010.2) and also NHDOT fuel adjustment clause (Item 1010.15) indexed to the respective May 2018 NHDOT prices of asphalt cement and fuel. The respective unit prices of ancillary services including pavement reclamation, cold planing and the adjustment of utility castings et. al in accordance with the Town of Exeter Hourly Truck and Equipment Rental Rates as most recently amended shall be incorporated into the contract as applicable.

In closing, I am sure that you will realize the benefits of this contract extension when you observe that the pricing of "Bituminous Concrete Pavement – Machine Method" includes no adjustment to reflect the significant increase in the cost of overhead expenses, employee compensation/benefits, et al. since 2018. While the inflationary spiral of supply side disruption in conjunction with increased global demand influencing the 2022 petroleum markets had substantially subsided, normal seasonal demand exacerbated by macroeconomic/geopolitical dynamics in crude oil markets is anticipated to continue to increase the *future* price of asphalt pavements through the summer months of 2026. Considering these anticipated cost increases, in an

attempt to provide price stability (at the lowest possible price!) it should again prove beneficial to the Town of Exeter to extend the current contract for paving services including paving and to complete as much work as possible early in the paving season.

Thanking you in advance for your thoughtful consideration of this letter, I remain,

Sincerely,



John T. Bell
President

Phillips Exeter Academy Road Closure Permit Application



Application for Road/Sidewalk Requests

Town of Exeter, 10 Front Street, Exeter, NH 03833

Phone: 773-6102 Email: pmcelroy@exeternh.gov

Block Off Street/Road

Structure on Sidewalk

Liability Insurance Required: Certificate of Insurance and endorsement/provisions to be submitted with completed application. Required Amounts: General Liability/Bodily Injury/Property Damage: \$1,000,000 per occurrence, \$2,000,000 aggregate; the Town of Exeter must be listed as an additional insured.

If permit involves overnight use of blocking off an area then it is suggested to have them in place before dark, applicants are responsible for all barricades.

Applicant Information:

Name: Phillips Exeter Academy _____ Address: 20 Main Street _____

Town/State/Zip: Exeter, NH 03833 Phone: (603) 777-3401 Email: mwoodsventresca@exeter.edu

Vehicle Information: (If applicable)

Plate #: _____ State: _____ Registered To: _____

Town: _____ Description: _____

Organization/Company Information:

Name: Phillips Exeter Academy _____ Address: 20 Main Street _____

Town/State/Zip: Exeter, NH 03833 _____ Phone: _____

Description:

Block Off: Front Street between Tan Lane & Elm Street; and Tan Lane. (If rain: close Court Street instead)

Describe Activity: 2026 Graduation

Date(s) Requested: Sunday, June 7, 2026 Start Time: 9:30 am End Time: 1:00 pm

Pamo - see letter from _____ 4/22/26
Applicant Signature Principal William Rawson Date
attached.

Highway Superintendent: approved via email - attached _____ 4/23/26
Date

Fire Chief: approved via email - attached _____ 4/24/26
Date

Police Chief: approved via email - attached _____ 4/23/26
Date

Comments: _____

This permit is issued for the purpose indicated and shall be valid only during the times/dates indicated on this permit.

As authorized by the Select Board/Designee (Town Manager):

_____ Date



William K. Rawson '71; P'08
Principal

April 20, 2026

Ms. Melissa Roy
Interim Town Manager
Exeter Town Offices
10 Front Street
Exeter, NH 03833

Dear Melissa,

Phillips Exeter Academy is planning to hold its graduation exercises outdoors, weather permitting. This year's date is Sunday, June 7, 2027, commencing at 10:30 a.m. It would not be possible to conduct our exercises outside unless traffic is stopped on Front Street, between Tan Lane and Elm Street, and on Tan Lane itself. I am therefore writing to request the Town's permission to stop the flow of traffic at those points between 9:30 a.m. and 1:00 p.m. In case of rain, we will need to hold graduation in the Thompson Field House, and therefore request permission to close off Court Street, instead of Front Street, for those times. The Academy will make arrangements and pay the cost of police and temporary barricades.

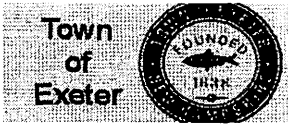
If permission is granted, we will notify the churches on Elm and Front Streets in advance.

Thanks to you and the Board of Selectmen for your consideration of this request.

Sincerely,

Bill Rawson

cc: Paul Gravel
Tim Mitropoulos
Mark Leighton



Pam McElroy <pmcelroy@exeternh.gov>

Road/Sidewalk Permit - PEA Graduation 7/7/26

6 messages

Pam McElroy <pmcelroy@exeternh.gov>

Wed, Apr 22, 2026 at 2:00 PM

To: Jay Perkins <jperkins@exeternh.gov>, Josh McCain <jmccain@exeternh.gov>, Justin Pizon <jpizon@exeternh.gov>, Doug Eastman <deastman@exeternh.gov>, Darren Winham <dwinham@exeternh.gov>

Please see the attached permit application for PEA Graduation.

Thanks.

Pam McElroy

Town of Exeter

Senior Executive Assistant, Town Manager's Office

603-773-6102

 **Road-Sidewalk Permit - PEA Graduation 7-7-26.pdf**
461K

Doug Eastman <deastman@exeternh.gov>

Wed, Apr 22, 2026 at 2:40 PM

To: Pam McElroy <pmcelroy@exeternh.gov>

I am OK

[Quoted text hidden]

Darren Winham <dwinham@exeternh.gov>

Wed, Apr 22, 2026 at 4:15 PM

To: Pam McElroy <pmcelroy@exeternh.gov>

Good here if you're asking.

Thanks,

Darren Winham
Economic Development Director
Exeter, NH
603.773.6122 cell
dwinham@exeternh.gov

On Wed, Apr 22, 2026 at 2:01 PM Pam McElroy <pmcelroy@exeternh.gov> wrote:

[Quoted text hidden]

Jay Perkins <jperkins@exeternh.gov>

Thu, Apr 23, 2026 at 6:38 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

Cc: Josh McCain <jmccain@exeternh.gov>, Justin Pizon <jpizon@exeternh.gov>, Doug Eastman <deastman@exeternh.gov>, Darren Winham <dwinham@exeternh.gov>

DPW Approves.

Jay

On Wed, Apr 22, 2026 at 2:01 PM Pam McElroy <pmcelroy@exeternh.gov> wrote:

[Quoted text hidden]

--

Jay Perkins
Highway Superintendent
Email : jperkins@exeternh.gov
Phone : 603-773-6157 ext 163
Fax : 772-1355
Cell : 603-512-1974

Josh McCain <jmccain@exeternh.gov>

Thu, Apr 23, 2026 at 9:18 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

Cc: Jay Perkins <jperkins@exeternh.gov>, Justin Pizon <jpizon@exeternh.gov>, Doug Eastman <deastman@exeternh.gov>, Darren Winham <dwinham@exeternh.gov>

PD approves

On Wed, Apr 22, 2026 at 2:01 PM Pam McElroy <pmcelroy@exeternh.gov> wrote:

[Quoted text hidden]

--

Timothy "Josh" McCain

Chief of Police

Exeter Police Department

Direct Line (603) 773-6144



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Justin Pizon <jpizon@exeternh.gov>

Fri, Apr 24, 2026 at 7:02 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

No issues here, approved.

On Wed, Apr 22, 2026 at 2:01 PM Pam McElroy <pmcelroy@exeternh.gov> wrote:

[Quoted text hidden]

Town Manager Report

Select Board Committee Reports

Correspondence



Search

Exeter 250 Event Calendar

Official Exeter 250 Celebration Commission Events – June 27th – July 11th

- April 20th @ 12 PM - [America 250 Flag Raising](#)
- June 27th @ 12 PM - [Frederick Douglas Reading: What to the Slave is Your Fourth of July](#)
- June 27th @ 2 PM - [Red, White & Blue in Motion: Exeter's America 250 Kickoff](#)
- June 29th @ 7 PM - [America 250 Brass Band Concert](#)
- June 30th @ 5 PM - [America 250 Tune & Fork Concert](#)
- July 1st @ 1 PM - ["Read, White & Blue" Summer Reading Program kick-off at the library](#)
- July 6th @ 7:30 PM - [Town Photo and America 250 Brass Band Concert](#)
- July 7th @ 5 PM - [America 250 Tune & Fork Concert](#)
- July 8th @ 6 PM - [Patriotic Movie Sing-along](#)
- July 9th @ 2:30 PM - [Farmer's Market](#)
- July 9th @ 6 PM - [Community Picnic](#)
- July 9th @ 6 PM - [Concert in Swasey Parkway](#)
- July 10th @ TBD - [Kayak Event on Squamscott River](#)
- July 11th @ 9 AM - [Patriotic All Wheels Youth Parade](#)
- July 11th from 10 AM to 4 PM - [American Independence Festival](#)
- July 11th @ 9 PM - [Fireworks](#)

June 27th to July 11th: [Self-Guided Outdoor Historical Storyboard Exhibit](#)

**Partner and Community Events sponsored by the Exeter 250
Celebration Commission:**

Submit your event to the community event calendar with our [event submission form](#).

- January 5th @ 6 PM - [In Congress at Exeter](#)
- April 4th @ 12 PM - Patriotic Poem Opens Exeter Literary Festival
- April 23rd @ 6 PM - [America 250 Presentation: NH's Gov. Weare of Hampton Falls](#)
- April 25th @ 11 AM - [Arbor Day Celebration](#)
- May 2nd & May 3rd @ 3 PM - [Sing 250 Democracy Choral Performance](#)
- June 13th @ 9 AM - TBD
- June 20th @ 11 AM - Abigail Adams: Liberty and Legacy
- July TBD - Exeter Heritage Award Presentation
- August 4th @ 7 PM - American Art at 250: Masterworks of a Nation
- September 17th @ 1 PM - [Constitution Week Event: "Remember the Ladies"](#)

To see a calendar view of events related to Exeter's America 250 celebrations, visit the [Town Calendar](#).

Exeter 250 Celebration Commission

CONTACT INFORMATION

Parks and Recreation

(603) 773-6151

recreation@exeternh.gov

[View Full Contact Details](#)

UPCOMING EVENTS

Patriots' Day: America 250 Flag Ceremony
04/20/2026 - 12:00pm

250 Celebration Commission
04/21/2026 - 10:00am

America 250 Presentation: NH's Gov. Weare of Hampton Falls
04/23/2026 - 6:00pm

[View the Exeter 250 Celebration Commission Calendar](#)

[Home](#) [Staff Login](#) [Intranet](#)

10 Front Street Exeter, NH 03833 - Office hours vary by department, visit
the [Office Hours](#) page for a full listing.

a municodeWEB design | [Photo Credits](#)



Pam McElroy <pmcelroy@exeternh.gov>

Bulletin #16: Hearings next week on key municipal bills

1 message

NHMA Advocacy <advocacy@nhmunicipal.org>

Fri, Apr 17, 2026 at 3:26 PM

To: Pam McElroy <pmcelroy@exeternh.gov>

New Hampshire Municipal Association

THE SERVICE AND ACTION ARM OF NEW HAMPSHIRE MUNICIPALITIES

LEGISLATIVE BULLETIN

Legislative Bulletin 16

2026 Session

April 17, 2026



[Live Bill Tracker](#)
[Bill Hearings Schedule](#)

In this issue:

- Finally, a Zoning Change Worth Supporting!
- Senate Hearings on Spate of Troubling Bills
- Contact Your House Members to Oppose SB 564
- Senate Committee Likes Housing Champions
- House, Senate to Meet
- Risk Pool Update
- Senate Roundup
- Quick Hits
- How to Make Your Voice Heard
- Follow Bills That Matter to You Online

Finally, a Zoning Update Worth Supporting!

The [Senate Commerce Committee](#) will hold public hearings on multiple zoning and development bills beginning at **9:30 a.m. on Tuesday, April 21, in State House (SH) Room 100.**

For detailed instructions on ways to share your position on these and any other bills, see “How to Make Your Voice Heard” below.

HB 1010 (9:30 a.m.), relative to multi-family residential development on commercially zoned land. This bill, supported by NHMA, **makes significant positive updates** to the 2025 universal zoning mandate requiring municipalities to permit multi-family residential uses on all land zoned to permit commercial uses. The bill:

- Allows planning boards to require applicants to demonstrate that existing infrastructure is adequate to support the proposed residential development on commercially zoned land.
- Allows municipalities to require the applicants to provide infrastructure if the existing infrastructure is not adequate.
- Requires the applicant to receive permission from the operator of a public water or sewer system to connect.
- Clarifies that nonconforming structures may be converted to multi-family dwelling units or mixed use provided that the structure is not altered to further violate zoning district dimensional requirements.
- Ensures that multi-family dwelling units on commercially zoned land are still subject to subdivision or site plan review regulations.

We encourage members to **testify at the hearing or sign in online to support HB 1010**.

Other bills being heard include:

- **HB 1103** (9:45 a.m.), allows municipalities to use community revitalization tax relief credits on a wider variety of properties and structures. NHMA supports this expanded local option.
- **HB 1079** (10:00 a.m.), allowing accessory dwelling units to be built within or attached to certain non-conforming structures. Although the bill was requested by NHMA to clarify a specific section of the state’s ADU law, the House amended the bill to apply the vesting procedures for approved subdivisions to approved building permits for ADUs. We are unsure how this could work in practice. NHMA opposes.
- **HB 1540** (10:15 a.m.), relative to municipal health ordinances and accessory dwelling units. NHMA supports.
- **HB 1681** (10:30 a.m.), relative to the definition, inspection, and local approval of tiny houses and yurts as innovative housing structures. Although HB 1681 is a local option, the bill’s requirements for assessing innovative housing structures need to be significantly updated to address technical flaws. NHMA opposes the bill in its current iteration and believes further work is needed to make this a workable choice for municipalities.

Senate Hearings on Spate of Troubling Bills

The **Senate Election Law and Municipal Affairs Committee** will hold public hearings on four disparate bills **opposed** by NHMA beginning at **9:30 a.m. on Tuesday, April 21, in SH Room 122-123**.

This is the last chance to oppose any or all of these bills—which have negative impacts on local government—before they are reported out of committee.

HB 1184 (9:30 a.m.), relative to the issuance of no trespass orders on municipal or school district property, sets up a process for issuing no trespass orders (NTOs) on public property. The bill, opposed by NHMA, allows the governing body responsible for public property, or a person designated by the governing body, to issue an “emergency” NTO good for 72-hours “when immediate action is reasonably necessary to protect public safety, prevent substantial disruption of governmental

operations, or prevent damage to public property.” The NTO must be in writing and require certain details; it expires after 72 hours unless the governing body meets at a duly noticed public meeting and approves—by a three-fifths vote—the continuance of the NTO for a period up to 90 days. The bill requires the governing body to seek a restraining order should it find that extension of the NTO beyond 90 days is necessary. The bill also establishes administrative appeal rights for the individual issued the NTO to appear before the governing body, as well as to appeal to superior court. **This overly restrictive process could, frankly, put public employees at risk.**

HB 1195 (9:45 a.m.), relative to municipal zoning requirements for child day care providers, establishing **new universal zoning mandates** for commercial child care. The bill expands the existing law requiring municipalities to allow home-based child care as an accessory use to any residential use, and updates it to:

- Require the municipality to allow the use by right rather than as a conditional use.
- Allow home-based child care to operate in an accessory structure by right, even if the structure violates current zoning ordinances.
- Prohibit municipalities from adopting additional requirements or enforcing existing ones greater than the rules adopted by the Department of Health and Human Services for child care.

Additionally, **HB 1195** includes a second section that requires municipalities to allow commercial child care centers by right on land zoned to permit commercial uses or in industrial structures. However, like the first section of the bill, it goes much further to:

- Prohibit municipalities from adopting additional requirements or enforcing existing ones greater than the rules adopted by the Department of Health and Human Services for commercial child care centers.
- Require municipalities to permit commercial child care centers on land that permits industrial and manufacturing uses, as long as the child care center is for the exclusive use of employees of a business located in one of those zones.
- Allow an existing building or portion thereof to be converted to a child care center, provided that the exterior dimensions of the building do not change, even if it’s a change of use.
- Exempt commercial child care centers with a licensed capacity of the 30 children or less from local site plan review regulations.

NHMA **opposes** the bill due to **unaddressed concerns** with tying local zoning and site plan review regulations to state rulemaking and exempting large commercial uses from local site plan review regulations. Additionally, **the bill does nothing to alleviate the real barriers to increasing child care access in New Hampshire**—labor availability and wage, overhead, and insurance costs.

HB 1213 (10:00 a.m.), relative to the number, selection, and terms of town highway agents and relative to the appointment of an expert highway agent. NHMA opposes this bill because it **overcomplicates the existing process** for electing or appointing highway agents.

HB 1224 (10:15 a.m.), would **greatly impact the default budget calculation for towns under the official ballot law** (“SB 2 towns”). The bill requires the default budget to be reduced by the amount equal to any reductions to line items for transfers made for one-time expenditures, by the amount of any positions that have been vacant for more than a year (excluding public safety positions and town positions with snow removal duties under recruitment), and prohibits the default budget from including any salary or benefit increases issued after the last budget was adopted. NHMA opposes this bill because it would **micromanage municipalities’ ability to adjust their budgets to meet ongoing and fluid needs** and make it harder to hire necessary staff for unfilled positions or retain existing staff. **Officials from SB 2 towns should testify at the hearing or, if that’s not possible, sign in online to oppose HB 1224.**

Ask Your House Members to Oppose SB 564

The House will vote Thursday, April 23, on **SB 564**, prohibiting municipal limits on dead-end road length if the road is compliant with the state fire code and requiring municipalities allow developers to treat perimeter buffers as developable land. The bill also prohibits limiting the number of lots allowed on dead end roads.

Ask your local House members to oppose the ought to pass (OTP) motion and support an alternative motion (interim study, inexpedient to legislate, or table).

NHMA **opposes SB 564** because it would **undermine safe and effective local planning, creating safety risks, hindering emergency access, encouraging poorly connected, high-density development, and defeating the purpose of perimeter buffers and cluster development ordinances**, which serve to protect natural resources, separate incompatible uses, or block out light and noise for neighboring properties.

Overall, **SB 564** promotes unsafe, inefficient development patterns and **imposes a one-size-fits-all mandate** that ignores local conditions and established planning practices.

Senate Committee Likes Housing Champions

A Senate committee unanimously voted this week to recommend **HB 1196**—which would have repealed the state’s Housing Champions program—as inexpedient to legislate. The bill is on next week’s Senate consent calendar.

Housing Champions is a voluntary program created in 2023 and funded with a \$5 million appropriation to provide communities with another tool encouraging affordable housing development. Municipalities designated as Housing Champions are eligible to apply for grants to help them develop solutions and advance infrastructure that will help alleviate the state’s housing shortage. The return on investment of the bill is undeniable. According to a January 2026 **report** issued by the state Department of Business and Economic Affairs (BEA), the 28 cities and towns in the state designated as Housing Champions communities were responsible for approving 45% of housing units that were built in 2025!

While no additional Housing Champions funding was included in the 2026-27 state budget, maintaining the program’s infrastructure and advocating for future funding is a win for cities and towns. For more background on the success of state and local partnerships and the recent troubling drift to heavy-handed state preemption of local options, check out NHMA’s whitepaper, “**Room for Everyone**.” The paper traces the roots of the housing deficit back nearly two decades and advocates for renewed partnerships between the state and municipalities, emphasizing that effective housing policy must include infrastructure investment, targeted incentives, and flexible, locally tailored tools.

House, Senate to Meet

The House and Senate will be in session on **Thursday, April 23**, and several bills NHMA is watching are on the respective agendas:

House

- **SB 441**, on the consent calendar as refer to interim study. The bill, **opposed** by NHMA and local welfare officials, requires a memorandum of understanding (MOU) be in place before a municipality can transport a homeless individual or other person showing symptoms of addiction unrelated to an application for general assistance to another municipality for the

purpose of receiving housing, shelter, addiction treatment, or related services and imposes financial penalties for violating the statute.

- **SB 538**, on the regular calendar as ought to pass as amended (OTP-A). The bill, **supported** by NHMA, extends the eligibility terms for municipal energy projects to receive net metering compensation under alternative tariffs approved by the Public Utilities Commission.
- **SB 541**, on the consent calendar as OTP. This bill, **supported** by NHMA, reallocates \$5 million from an existing state fund toward the Southern NH Regional Water Interconnection Project-2B. This project addresses MtBE and PFAS contamination, water quality, and water supply needs in Windham, Salem, Hampstead, Atkinson, and Plaistow.
- **SB 564**, *see above*.
- **SB 593**, on the regular calendar as OTP. This bill, **supported** by NHMA, fixes a loophole in the solid waste surcharge enacted last year that inadvertently left solid waste districts out of the state rebate process.

Senate

- **HB 1196**, *See above*.
- **HB 1526**, on the consent calendar as refer to interim study. The bill, **opposed** by NMHA, overhauls the process for adopting a budget committee in RSA 32:14 and other statutes.
- **HB 1575**, on the consent calendar as OTP. The bill, **opposed** by NHMA, transfers the determination of the default budget to the budget committees. Under current law, the governing body prepares the default budget unless the legislative body votes to delegate the preparation of the default budget to the budget committee.
- **HB 1600**, on the regular calendar as OTP. The bill, **supported** by NHMA, requires the secretary of state to ensure that all polling places have access to the statewide centralized voter registration database during election days.
- **HB 1602**, on the regular calendar as inexpedient to legislate (ITL). The bill, **supported** by NHMA and other organizations across the political spectrum, creates a manufacturer-funded, third-party battery-recycling program for specific types of batteries.
- **HB 1759**, on the consent calendar as ITL. The bill, **opposed** by NHMA, makes a land use board's vote on whether a member should be disqualified binding rather than advisory, requiring recusal if a majority finds disqualification is warranted.

Risk Pool Update

The **House Commerce and Consumer Affairs Committee** held a brief, sparsely attended public hearing this week on **SB 661**, the Senate's take on updating the regulation of public risk pools. SB 661, opposed by NHMA, introduces assessable risk pools into the NH statutory scheme, which subjects members to potential unbudgeted, mid-year assessments at any time. A subcommittee work session on this and some unrelated bills is scheduled for **10:00 a.m. on Wednesday, April 22, in Government Place (GP) Room 229**.

The House risk pool bill, **HB 1491**, remains with the **Senate Finance Committee**, which is fine-tuning an amendment. NHMA supports **the original version of HB 1491** but has concerns about the Senate's initial attempt at amending it.

As you've already read in most of this year's *Legislative Bulletins*, risk pools are created by political subdivisions to reduce risks and associated insurance costs. Across the country, two primary types of risk pools exist: assessable and non-assessable. The Association of Governmental Risk Pools (AGRIP) recognizes both models, although **state regulators strongly favor the assessable model despite its potentially catastrophic impacts on local budgets**. The House and Senate were unable to reach agreement on this issue last year, and it's hard to see what's changed since then beyond an increasing desire to put this issue to bed.

NHMA supports the ability of members to establish and govern the pools and understands that clear regulations that protect the members and allow the pools to operate are necessary. If your community has been impacted by assessments or is concerned about the long-term viability of risk pools, please reach out to your [local Senator](#) and [House delegation](#) to share your thoughts and concerns.

Senate Roundup: 4/16/26

The Senate met Thursday and acted on several bills NHMA is watching:

- **HB 686** was referred to **interim study**. The bill, **opposed** by NHMA, prohibits certain public entities from conducting or sponsoring political surveys, polls, or questionnaires in their official capacities.
- **HB 1066** was referred to **interim study**. The bill, **opposed** by NHMA, would greatly limit municipalities' ability to enter into lease agreements, including those with non-appropriation clauses.
- **HB 1309** was **passed**. The bill, **opposed** by NHMA, requires municipalities to not only state the subject matter of all warrant articles to be acted upon, but also "the intent and effect ... stated clearly and without commentary or ambiguity." Currently, the selectmen are required to "distinctly state" each question on the warrant. While the intent of the bill was to prohibit commentary or ambiguity, the bill inadvertently requires commentary on the "intent and effect" or each warrant article. The bill will be enrolled and sent to the governor.
- **HB 1516** was referred to **interim study**. The bill, **opposed** by NHMA, allows municipalities to vote to require that pie charts, bar charts, and QR codes be placed on property tax bills depicting where and how tax dollars are being allocated.
- **HB 1581** was referred to **interim study**. The bill, **opposed** by NHMA, allows municipalities to adopt a requirement that property owners be given notice when the assessed value of their property changes by certain amounts.
- **HB 1788** was referred to **interim study**. The bill, **opposed** by NHMA, prohibits the state and political subdivisions from entering into or renewing any contract that includes diversity, equity and inclusion (DEI)-related provisions, voids contracts that contain such language, and created a private right action.

Quick Hits

Brief updates on bills and other matters referenced in previous Bulletins:

Contact committee on liability bill: **HB 1064**, opposed by NHMA, remains with the [Senate Judiciary Committee](#) and members only have a few more days to [email committee members](#) to explain how this well-intentioned bill goes too far and creates serious financial risks for municipalities. The bill eliminates municipal immunity regarding negligence that results in personal injury or property damage. It also increases the liability limits from \$325,000 to \$475,000 per claimant and from \$1 million to \$1.425 million per incident. For more on this bill, see the [March 27 Legislative Bulletin](#).

NHMA recorded webinar: As the New Hampshire legislature heads into the home stretch, hundreds of bills with municipal impact are still in play. Do you know which ones will affect your community's operations or bottom line? Check out NHMA's recently recorded [Legislative Half-Time Webinar](#) for the scoop on the most impactful bills.

New email address: There is a new email address to contact NHMA's legislative advocacy team: advocacy@nhmunicipal.org. The address was created to better reflect the work of the team. Messages sent to the government affairs email will be forwarded to the new mailbox for the foreseeable future, but please update your contacts now.

How to Make your Voice Heard

If a bill is of importance to your municipality, it's always best to make your case – for or against – in person. Every Friday, NHMA posts a [Bill Hearings Schedule](#) for the upcoming week. However, if you can't make it to Concord, you can use the Legislature's online portal to put your position on the hearing record.

The House has an [online testimony submission system](#) that allows you to indicate your position on the bill with an option to attach testimony. If you want to email all the members of a House committee, you will have to copy their email addresses individually from the [committee page](#).

The Senate has [a remote sign-in sheet](#) where you can indicate whether you are supportive of a bill, opposed, or neutral. Written testimony can be submitted via the "Email Entire Committee" link found on the [Senate committee page](#).

If you have time to follow along, livestreams of [House](#) and [Senate](#) sessions and committee meetings are available on YouTube. Prior sessions and committee meetings are also archived.

Finally, if you just want to contact your local legislators, there are [Contact a Senator](#) and [Contact a Representative](#) links on the [General Court](#) website.

Note: For any readers who print these emails out, all of the above links can be found on the General Court website at: <https://gc.nh.gov/>

Follow Bills That Matter to You Online

In addition to our weekly *Legislative Bulletin*, NHMA provides members access to FastDemocracy, an online bill tracking platform, for efficient, real-time updates to legislative activity of interest to members. Visit our online [Bill Tracker](#) page to learn more and feel free to subscribe to weekly or daily updates on subjects and bills of interest.

New Email Address!

There is a new email address to contact NHMA's legislative advocacy team: advocacy@nhmunicipal.org

The address was created to better reflect the work of the team. Messages sent to the government affairs email will be forwarded to the new mailbox for the foreseeable future, but please update your contacts now.

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Editorial Staff:

Margaret M.L. Byrnes, Executive Director
Marty Karlon, Editor in Chief, Policy & Research Analyst
Sarah Burke Cohen, Legislative Advocate
Brodie Deshaies, Legislative Advocate

Layout & Communications:

Miranda Blaikie, Communications Coordinator

New Hampshire Municipal Association

25 Triangle Park Drive

Concord, NH 03301

Tel: 603.224.7447

Email: advocacy@nhmunicipal.org

Website: www.nhmunicipal.org

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Bulletin #17: There's still time to share your perspectives

1 message

NHMA Advocacy <advocacy@nhmunicipal.org>

Fri, Apr 24, 2026 at 11:31 AM

To: Pam McElroy <pmcelroy@exeternh.gov>

New Hampshire Municipal Association

THE SERVICE AND ACTION ARM OF NEW HAMPSHIRE MUNICIPALITIES

LEGISLATIVE BULLETIN

Legislative Bulletin 17

2026 Session

April 24, 2026



[Live Bill Tracker](#)
[Bill Hearings Schedule](#)

In this issue:

- Ask Senators to Support HB 1010, Fix Others
- Senate Hearings on Municipal Bills
- House, Senate Roundup
- Quick Hits
- Governor Signs Municipal Bills
- 2026 Legislative Schedule
- How to Make Your Voice Heard
- Follow Bills That Matter to You Online

Ask Senators to Support HB 1010, Fix Others

Member should contact members of the [Senate Commerce Committee](#) to **support HB 1010 before** the bill is reported out of committee.

HB 1010, relative to multi-family residential development on commercially zoned land, is **supported** by NHMA. The bill makes **significant positive updates to the 2025 universal**

zoning mandate requiring municipalities to permit multi-family residential uses on all land zoned to permit commercial uses. The bill:

- Allows planning boards to require applicants to demonstrate that existing infrastructure is adequate to support the proposed residential development on commercially zoned land.
- Allows municipalities to require the applicants to provide infrastructure if the existing infrastructure is not adequate.
- Requires the applicant to receive permission from the operator of a public water or sewer system to connect.
- Clarifies that nonconforming structures may be converted to multi-family dwelling units or mixed use provided that the structure is not altered to further violate zoning district dimensional requirements.
- Ensures that multi-family dwelling units on commercially zoned land are still subject to subdivision or site plan review regulations.

Tell committee members that HB 1010 makes reasonable, commonsense updates that will clarify the statute and head off potential litigation.

Members may also want to comment on a pair of other bills with this committee dealing with accessory dwelling units (ADUs):

- **HB 1079**, allowing accessory dwelling units to be built within or attached to certain non-conforming structures. Although the bill was requested by NHMA to clarify a specific section of the state's ADU law, the House amended the bill to apply the vesting procedures for approved subdivisions to approved building permits for ADUs. NHMA **opposes the bill in its current form**, but believes it can still be amended to reflect its original intent.
- **HB 1540**, relative to municipal health ordinances and accessory dwelling units. NHMA **supports** this bill, but believes it can be improved.

Ask members of the **Senate Commerce Committee** to **work with NHMA and other stakeholders to fix these bills.**

Senate Hearings on Municipal Bills

The **Senate Election Law and Municipal Affairs Committee** will hold public hearings on four bills **opposed** by NHMA beginning at **9:15 a.m. on Tuesday, April 28, in State House (SH) Room 122-123.**

- **HB 1234** (9:15 a.m.), identifying certain school district offices as incompatible for purposes of school district elections.
- **HB 1300** (9:30 a.m.), establishing a biennial school district local tax cap question and related limitations on central office administrative expenses in school districts. NHMA opposes this bill because it does not contain a state appropriation for the cost of these additional ballots, meaning the city or town will be required to pay for the ballots at every general election.
- **HB 1319** (9:45 a.m.), enabling towns, village districts, or school districts to adopt or rescind a local fiscal accountability committee for towns and schools.
- **HB 1355** (10:15 a.m.), relative to eliminating the default budget from the official ballot referenda and preventing the purpose of a petitioned warrant article from being amended.

For detailed instructions on ways to share your position on these and any other bills, see "*How to Make Your Voice Heard*" below.

House, Senate Roundup

Both the House and Senate met on Thursday and several bills NHMA is watching were acted on:

House

- **SB 441** was **referred to interim study**. The bill, **opposed** by NHMA, dealt with memorandums of understandings between municipalities to transport an individual that is homeless or showing signs of addiction from one municipality to another. It also attempted to give municipalities authority they do not have relative to programs funded by the opioid abatement trust fund.
- **SB 538** was **passed as amended**. The bill, **supported without the amendment** by NHMA, extends the eligibility terms for municipal energy projects to receive net metering compensation under alternative tariffs approved by the Public Utilities Commission. The bill advances to the House Finance Committee.
- **SB 541** was **passed**. This bill, **supported** by NHMA, reallocates \$5 million from an existing state fund toward the Southern NH Regional Water Interconnection Project-2B. This project addresses MtBE and PFAS contamination, water quality, and water supply needs in Windham, Salem, Hampstead, Atkinson, and Plaistow. The bill advances to the House Finance Committee.
- **SB 564** was **passed with a minor amendment**. The bill, **opposed** by NHMA, prohibits municipal limits on dead-end road length if the road is compliant with the state fire code and requires municipalities to allow developers to treat perimeter buffers as developable land. The bill also prohibits limiting the number of lots allowed on dead end roads. The bill will go back to the Senate, which can concur with the amendment, non-concur, or request a committee of conference. Contact **your local senator and ask him or her to vote for non-concurrence because SB 564 promotes unsafe, inefficient development patterns and imposes a one-size-fits-all mandate** that ignores local conditions and established planning practices.
- **SB 593** was **passed with a floor amendment**. This bill, **supported** by NHMA, fixes a loophole in the solid waste surcharge enacted last year that inadvertently left solid waste districts out of the state's rebate process for municipalities. A floor amendment changed the effective date to "upon passage." The bill will go back to the Senate, which can concur with the amendment, non-concur, or request a committee of conference.

Senate

- **HB 1196** was **killed**. The bill, **opposed** by NHMA, would have repealed the state's Housing Champions program.
- **HB 1526** was **referred to interim study**. The bill, **opposed** by NMHA, would have overhauled the process for adopting a budget committee in RSA 32:14 and other statutes.
- **HB 1575** was **passed**. The bill, **opposed** by NHMA, transfers the determination of the default budget to the budget committees. Under current law, the governing body prepares the default budget unless the legislative body votes to delegate the preparation of the default budget to the budget committee. The bill will go to the governor.
- **HB 1600** was **passed**. The bill, **supported** by NHMA, requires the secretary of state to ensure that all polling places have access to the statewide centralized voter registration database during election days. The bill will go to the governor.
- **HB 1602** was **referred to interim study**. The bill, **supported** by NHMA and other organizations across the political spectrum, would have created a manufacturer-funded, third-party battery-recycling program for specific types of batteries.
- **HB 1759** was **killed**. The bill, **opposed** by NHMA, would have made a land use board's vote on whether a member should be disqualified binding rather than advisory, requiring recusal if a majority finds disqualification is warranted.

Quick Hits

Brief updates on bills and other matters referenced in previous *Legislative Bulletins*:

Amendments in the offing? Amendments are being discussed on a pair of priority bills opposed by NHMA: **HB 1184**, dealing with the issuance of no trespass orders (NTOs) on municipal or school district property, and **HB 1064**, which eliminates municipal immunity regarding negligence that results in personal injury or property damage. No amendments have been formally introduced yet. From a municipal perspective, it would be better if both of these bills were killed; however, barring that outcome, we hope any potential amendments can shave off the sharpest edges of these proposals.

Good news on bad bills: A Senate committee this week recommended a pair of bills featured in previous Legislative Bulletins as inexpedient to legislate: **HB 1224**, putting draconian requirements on the default budget calculation for towns under the official ballot law (“SB 2 towns”), and **HB 1213**, relative to highway agents. These recommendations will be voted on next month.

Data-driven research: NHMA Executive Director Margaret Byrnes was a panelist this week on a webinar hosted by the New Hampshire Fiscal Policy Institute on its latest report, “Property Taxes in New Hampshire: How They Work and How They Compare.” Topics included how property taxes are structured, how they vary across communities, and how New Hampshire’s reliance on local property taxes compares to other states. Check out the recording [here](#).

NHMA recorded webinar: As the New Hampshire legislature heads into the home stretch, hundreds of bills with municipal impact are still in play. Do you know which ones will affect your community’s operations or bottom line? Check out NHMA’s recently recorded [Legislative Half-Time Webinar](#) for the scoop on the most impactful bills.

New email address: There is a new email address to contact NHMA’s legislative advocacy team: advocacy@nhmunicipal.org. The address was created to better reflect the work of the team. Messages sent to the government affairs email will be forwarded to the new mailbox for the foreseeable future, but please update your contacts now.

Governor Signs Municipal Bills

The governor recently signed three bills NHMA is following into law:

- **HB 323** (Chapter 20), requiring the presentation of a government-issued photographic means of identification in order to vote. Effective June 2, 2026.
- **HB 1204** (Chapter 32), relative to the grading and use of timber grown in New Hampshire.
- **HB 1246** (Chapter 33), relative to planning board members serving on other local boards. Effective June 21, 2026.

2026 Legislative Calendar

House Schedule

- Thursday, May 7, 2026—Last day to report all Senate Bills.
- Thursday, May 14, 2026—Last day to act on all Senate Bills.
- Thursday, May 21, 2026—Last day to form committee of conference.
- Thursday, May 28, 2026—Last day to sign committee of conference reports (4:00 p.m.).
- Thursday, June 4, 2026—Last day to act on committee of conference reports.

Senate Schedule

- Thursday, April 30, 2026—Deadline for Policy Committees to ACT on all House bills with a fiscal impact, except bills exempted pursuant to Senate Rule 4-5.
- Thursday, May 14, 2026—Deadline to act on all House bills.
- Thursday, May 21, 2026—Deadline to form Committees of Conference.
- Thursday, May 28, 2026—Deadline to sign Committee of Conference Reports. (4:00 p.m.)

- Thursday, June 4, 2026—Deadline to act on Committee of Conference Reports.

How to Make your Voice Heard

If a bill is of importance to your municipality, it's always best to make your case – for or against – in person. Every Friday, NHMA posts a **Bill Hearings Schedule** for the upcoming week. However, if you can't make it to Concord, you can use the Legislature's online portal to put your position on the hearing record.

The House has an **[online testimony submission system](#)** that allows you to indicate your position on the bill with an option to attach testimony. If you want to email all the members of a House committee, you will have to copy their email addresses individually from the **[committee page](#)**.

The Senate has **[a remote sign-in sheet](#)** where you can indicate whether you are supportive of a bill, opposed, or neutral. Written testimony can be submitted via the "Email Entire Committee" link found on the **[Senate committee page](#)**.

If you have time to follow along, livestreams of **[House](#)** and **[Senate](#)** sessions and committee meetings are available on YouTube. Prior sessions and committee meetings are also archived.

Finally, if you just want to contact your local legislators, there are **[Contact a Senator](#)** and **[Contact a Representative](#)** links on the **[General Court](#)** website.

Note: For any readers who print these emails out, all of the above links can be found on the General Court website at: <https://gc.nh.gov/>

Follow Bills That Matter to You Online

In addition to our weekly *Legislative Bulletin*, NHMA provides members access to FastDemocracy, an online bill tracking platform, for efficient, real-time updates to legislative activity of interest to members. Visit our online **[Bill Tracker](#)** page to learn more and feel free to subscribe to weekly or daily updates on subjects and bills of interest.

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NHMA Events Calendar 2025 Final Legislative Bulletin

Editorial Staff:

Margaret M.L. Byrnes, Executive Director
Marty Karlon, Editor in Chief, Policy & Research Analyst
Sarah Burke Cohen, Legislative Advocate
Brodie Deshaies, Legislative Advocate

**Layout & Communications:
Miranda Blaikie, Communications Coordinator**

New Hampshire Municipal Association
25 Triangle Park Drive
Concord, NH 03301
Tel: 603.224.7447
Email: advocacy@nhmunicipal.org
Website: www.nhmunicipal.org

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Review Board Calendar

Non-Public Session