

WHY CITIZENS OPPOSE THE PARKWAY INFORMATIONAL LETTER

In 2010 the City Council designated the construction of Phase 3 of the Langley Parkway as a city priority. Three years later, when hundreds of city residents asked “why” and voiced their objection, Mayor Bouley said, “I can only speak for myself, but I can tell you that when I look at the list of priorities, the things that need to be done in the city, this doesn’t even register.” The Mayor was right then and his statement rings even more true now.

IT WILL NOT SHORTEN AMBULANCE RESPONSE TIME

Contrary to recent assumptions, constructing [Langley Phase 3 will not shorten ambulance response time](#), which is the critical time it takes an ambulance to reach a call location because ambulances are rolling medical intensive care units. The [Fire Department Study from 2022](#) recommended station renovation and relocation, increasing administrators and adding a 4th ambulance - it did NOT recommend Langley Parkway Extension Phase 3. If the City is truly concerned about critical ambulance response time and public health, funds are better spent implementing the recommendations laid out in the [2022 Fire Station Location Study](#).

IT COMES AT A HUGE COST TO TAXPAYERS

Concord taxpayers are already facing the increasing school costs with the prospective cost of building a new middle school. [There is no desire nor need to pay more taxes to construct a \\$22+ million road](#) that will bring more traffic to established residential neighborhoods and destroy valuable recreational and conservation areas.

IT WILL NOT IMPROVE TRAFFIC FLOW

[The traffic data from the 2015 feasibility study is outdated](#). The study doesn’t account for the State Offices, Concord High School, or the Elementary School as being major generators of traffic. Traffic drops off significantly west of the High School and State Office areas and would not be helped by the Langley Parkway Extension. The study assumed traffic would grow by as much as 2% each year, but according to NH DOT traffic counts from the past 11 years, traffic is below 2011 rates. The city has

neglected roadways and infrastructure that could more easily and affordably be updated to improve traffic flow.

IT **WILL** DESTROY HABITAT & GREENSPACE, LIMIT ACCESS TO PUBLIC RECREATION TRAILS & REDUCE THE OVERALL APPEAL OF THIS INCREDIBLE CITY

In fairness to the many property owners along the proposed route, trail users, Concord taxpayers and those concerned about the environment, Langley should be removed from the city's capital improvement plan. By removing CIP 40, we are reaffirming our commitment to neighborhood connectivity, sensible government spending, and protection of greenspace to thwart the impact of climate change.

We welcome the opportunity to establish this as a permanent wellness trail and beloved Concord asset enjoyed by residents and visitors alike.

Please come to our community meeting at Bishop Brady High School on May 11th 6:30-9:30pm.