

# NH 101 EAST FEATURES & LOCATION

**Towns:** Dublin, Greenville, Harrisville, Keene, Marlborough, New Ipswich, Peterborough, Sharon, Temple

**Nodal Centers:** Greenville Village, Keene, Marlborough Village, and Downtown Peterborough

**Corridor Backbone:** NH 101 from NH 9/10/12/101 in Keene to Temple/Wilton Town Line

**Highway Corridor System:**

Towns	Principal Arterials	Minor Arterials	Major and Urban Collectors	Minor Collectors
Dublin	NH 101			Chesham Rd
				Beech Hill Rd
				NH 137
Greenville			NH 31	NH 45
			NH 124	NH 123
Harrisville				NH 137
				Chesham Rd
				Breed Rd
				Nelson Rd
		Main St/Dublin Rd		
Keene	NH 101	Winchester St		
		East of Main St Optical Ave		
Marlborough	NH 101		NH 124	
New Ipswich			NH 123	NH 45
				NH 123
			NH 124	NH 123A Ashby Rd
Peterborough	NH 101		NH 123	
Sharon			NH 123	Nashua Rd
			NH 124	
Temple	NH 101			NH 45
				W Rd

**Transportation  
Infrastructure and  
Services:**

	<b>Examples</b>	<b>Locations Where Accessible</b>
Pedestrian	Sidewalks	Dublin, Greenville Village, Keene, Marlborough Village, Peterborough, Downtown Peterborough, New Ipswich
	Manchester and Keene Branch Rail Trail and Greenville Rail Trail	Harrisville, Greenville Village
Bicycle	4 foot Shoulders	All Locations
Demand Response Bus	Para Express, Friendly Bus	Keene
Volunteer Drivers	ARC, CVTC	All Locations
Ridesharing Program	CVTC	

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\*No Fixed Route Bus, Intercity Bus, Railroad Services or Airport Available on Corridor.

# NH 101 EAST POPULATION

	2010	2019	2040 (Projected)	% Change 2010-2019	Projected % Change 2010-2040
<i>Dublin</i>	1,587	1,543	1,589	-2.8%	0.1%
<i>Greenville</i>	2,099	2,110	2,024	0.5%	-3.6%
<i>Harrisville</i>	968	951	874	-1.8%	-9.7%
<i>Keene</i>	23,515	22,786	23,954	-3.1%	1.9%
<i>Marlborough</i>	2,061	2,076	2,170	0.7%	5.3%
<i>New Ipswich</i>	5,112	5,393	5,836	5.5%	14.2%
<i>Peterborough</i>	6,274	6,688	7,037	6.6%	12.2%
<i>Sharon</i>	351	369	358	5.1%	2.0%
<i>Temple</i>	1,367	1,422	1,475	4.0%	7.9%
<i>Corridor</i>	43,334	43,338	45,317	0.0%	4.6%
<i>SWRPC</i>	100,697	100,691	104,376	-0.0%	3.7%

## Special Populations

	<i>Corridor Total</i>	<i>Proportion of Corridor Population</i>	<i>Communities and Nodes with Above Average Proportion of Special Population</i>
<i>Youth (Age 17 and Under)</i>	7,318	17%	New Ipswich (25%), Marlborough (19%), Downtown Greenville (19%), Greenville (18%), Downtown Marlborough (18%), Sharon (17%)
<i>Young Adults (Age 18-34)</i>	11,111	26%	Keene (34%)
<i>Seniors (65 and older)</i>	8,519	20%	Downtown Peterborough (35%), Harrisville (31%), Sharon (29%), Peterborough (27%), Dublin (24%), Temple (21%), Marlborough (21%), Downtown Marlborough (20%)
<i>Racial Minorities</i>	3,222	7%	Downtown Greenville (24%), Greenville (13%), Harrisville (11%), Keene (9%)
<i>Low Income (Population at or Under 150% of Poverty Level)</i>	6,113	14%	Downtown Greenville (19%), Greenville (18%), Keene (17%), Downtown Peterborough (17%), Downtown Marlborough (16%)
<i>Single Parent Households</i>	858	5%	Downtown Marlborough (7%), Peterborough (6%), Keene (6%), Downtown Peterborough (6%)
<i>Individuals with Disabilities</i>	5,613	13%	Downtown Greenville (22%), Greenville (21%), Downtown Marlborough (17%), Temple (16%), Downtown Peterborough (15%), Keene (14%)

### Annual Average Daily Traffic (AADT): Top Corridor Increases

	Location	Benchmark Count		Latest Count		Change	% Change
		Year	AADT	Year	AADT		
Temple	NH 101 (Wilton Rd) at Temple TL (EB-WB)	2012	7,500	2018	9,763	2,263	30.2%
Peterborough	US 202/NH 101 (Wilton Rd) Over Contoocook River	2014	15,000	2020	16,350	1,350	9.0%
Keene	NH 12/NH 101 Over Ashuelot River	2012	22,000	2018	23,335	1,335	6.1%
Dublin	NH 101 (Main St.) East of Church St. (EB-WB)	2012	6,400	2018	7,165	765	12.0%
Keene	NH 10/NH 12/NH 101 West of Winchester St. (SB-NB)	2013	26,000	2019	26,675	675	2.6%
Peterborough	NH 101 (Dublin Rd) at Dublin TL (EB-WB)	2013	6,300	2019	6,926	626	9.9%
Dublin	NH 101 (Main St.) West of NH 137	2012	6,700	2018	7,258	558	8.3%

### Proportion of Daily Traffic by Vehicle Class

	Location	Year	AADT	Motorcycles, Cars, Light-Duty Trucks	Buses and Single-Unit Trucks	Heavy Duty Trucks
Keene	NH 10/NH 12/NH 101 West of Winchester St.	2019	26,675	91.6%	6.9%	1.5%
Temple	NH 101 (Wilton Rd) at Temple TL	2018	9,763	97.0%	1.6%	1.4%
Peterborough	NH 101/NH 123 (Wilton Rd) West of Pine St.	2019	9,735	93.3%	3.9%	2.8%
Keene	NH 101 East of Main St. (EB-WB)	2020	9,547	91.0%	7.2%	1.8%
Dublin	NH 101 (Main St.) East of Church St. (EB-WB)	2018	7,165	92.2%	6.1%	1.7%

### Peak Hour Ridesharing (a.m. and p.m. Peak Hours Combined)

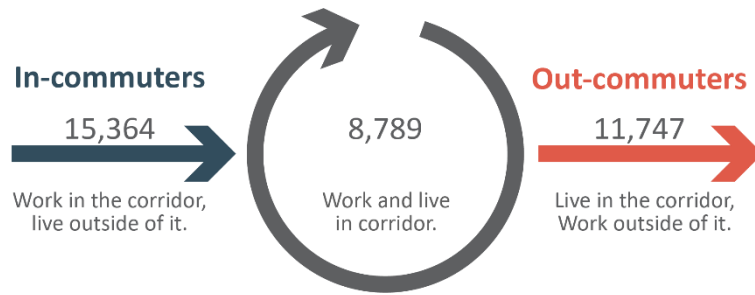
	Location	Month of Count	\$/Gallon @ Time of Count	Total Vehicles	% People Ridesharing	% Vehicles with Ridesharers
Keene	NH 101 east of Optical Avenue	Jul 2019	\$2.610	2,325	28.7%	15.4%
		Sep 2013	\$3.604	2,271	28.7%	16.0%
Temple	NH 101 east of NH 45	Aug 2019	\$2.550	1,412	25.8%	14.0%
		Jul 2014	\$3.660	1,229	32.5%	17.7%

## Registered Vehicles in Corridor

	<i>Total Registered Vehicles</i>	<i>Vehicle to Population Ratio</i>	<i>Motorcycles and Passenger Vehicles</i>	<i>Hybrid or Electric Vehicles</i>	<i>Light Commercial Trucks</i>	<i>Buses and Single Unit Trucks</i>	<i>Heavy Duty Trucks</i>
<i>2017</i>	39,192	0.90	35,808	600	1,578	1,325	99
<i>2019</i>	41,822	0.97	37,934	709	1,762	1,565	124
<i>% Change</i>	6.7%	6.7%	5.9%	18.2%	11.7%	18.1%	25.3%

## Corridor In- and Out-Commuting

In-commuters work inside the region and live outside of it. Out-commuters, meanwhile, live in the corridor, and work outside of it. A third category of workers both live and work within the corridor.



## Top Commuting Origin-Destination (O-D) Pairs

Commuting O-D pairs describe where workers are traveling from (their home) and where they are traveling to (their place of work). The table below distinguishes between commuters who *work* in the region and those that *live* in the region. There is some overlap between these two groups—commuters who both work and live within the corridor. Therefore, some O-D pairs may appear on both side of the table.

Commuters <b>Working</b> in Corridor Communities			Commuters <b>Living</b> in Corridor Communities		
Residence	# Commuters	Workplace	Residence	# Commuters	Workplace
Marlborough	314	Keene	Marlborough	314	Keene
Peterborough	214	Keene	Peterborough	214	Keene
New Ipswich	212	Peterborough	New Ipswich	212	Peterborough
Dublin	163	Keene	New Ipswich	183	Nashua
Nashua	158	Keene	Keene	163	Nashua
Keene	151	Peterborough	Dublin	163	Keene
Harrisville	119	Keene	Keene	151	Peterborough
Milford	98	Keene	Peterborough	131	Manchester
Milford	92	Peterborough	Peterborough	128	Nashua
Keene	86	Marlborough	New Ipswich	124	Milford

## Jobs and Commuting Characteristics

	<i>Jobs</i>			<i>Residents in Workforce</i>				
	<i>2010</i>	<i>2019</i>	<i>% Change</i>	<i>Total</i>	<i>Commute</i>		<i>Other</i>	<i>Work</i>
					<i>&gt; 45 Min</i>	<i>Drove Alone</i>	<i>Means</i>	<i>From Home</i>
<i>Dublin</i>	347	394	13.5%	808	10.0%	65.8%	15.5%	18.7%
<i>Greenville</i>	272	268	-1.5%	1,128	21.6%	83.3%	13.6%	3.1%
<i>Harrisville</i>	130	153	17.7%	501	16.0%	72.7%	12.4%	15.0%
<i>Keene</i>	18,507	17,470	-5.6%	11,431	6.6%	72.2%	19.2%	8.6%
<i>Marlborough</i>	463	365	-21.2%	1,262	7.3%	80.0%	8.6%	11.4%
<i>New Ipswich</i>	1,051	1,009	-4.0%	2,714	34.9%	81.7%	8.8%	9.5%
<i>Peterborough</i>	4,579	4,692	2.5%	3,493	18.6%	77.0%	11.1%	11.9%
<i>Sharon</i>	30	N/A	N/A	199	24.1%	73.9%	9.0%	17.1%
<i>Temple</i>	123	167	35.8%	652	32.2%	81.0%	5.7%	13.3%
<i>Corridor</i>	25,502	24,518	-3.9%	22,188	14.0%	75.1%	15.0%	9.9%

## Housing Units

	<i>Single Family</i>			<i>Multi-Family</i>			<i>Total</i>		
	<i>2010</i>	<i>2019</i>	<i>% Change</i>	<i>2010</i>	<i>2019</i>	<i>% Change</i>	<i>2010</i>	<i>2019</i>	<i>% Change</i>
<i>Greenville</i>	437	442	1.1%	273	273	0.0%	932	936	0.4%
<i>Harrisville</i>	622	638	2.6%	47	53	12.8%	695	715	2.9%
<i>Keene</i>	4,728	4,751	0.5%	4,637	5,070	9.3%	9,719	10,210	5.1%
<i>Marlborough</i>	616	628	1.9%	312	336	7.7%	946	996	5.3%
<i>New Ipswich</i>	1,597	1,720	7.7%	290	300	3.4%	1,916	2,049	6.9%
<i>Peterborough</i>	1,585	1,617	2.0%	1,371	1,520	10.9%	2,956	3,137	6.1%
<i>Sharon</i>	158	167	5.7%	6	6	0.0%	164	173	5.5%
<i>Temple</i>	445	455	2.2%	84	89	6.0%	542	551	1.7%



## Land Use and Development

Net Development Change 2001-2016 (Acres)

	<i>Total Land (Acres)</i>	<i>Developed Land (2016)</i>	<i>Developed Open Space</i>	<i>Low Intensity</i>	<i>Medium Intensity</i>	<i>High Intensity</i>
<i>Dublin</i>	18,553	1,178	0.4	1.6	1.8	0.0
<i>Greenville</i>	4,402	504	-2.4	2.0	6.2	3.1
<i>Harrisville</i>	12,945	869	0.9	-0.7	0.4	0.2
<i>Keene</i>	23,867	5,775	0.6	12.5	112.0	83.6
<i>Marlborough</i>	13,212	989	-1.1	-0.5	5.6	0.4
<i>New Ipswich</i>	21,149	1,363	10.7	14.9	8.7	2.4
<i>Peterborough</i>	24,592	2,130	-0.4	33.6	53.4	11.6
<i>Sharon</i>	10,022	315	0.0	0.0	0.0	0.0
<i>Temple</i>	14,381	767	-0.4	0.2	0.2	0.0
<i>Corridor</i>	143,125	13,891	8.2	63.6	188.3	101.4

## Mileage by Level of Access Management Control on NH 101 East

	<i>Limited Access</i>	<i>Controlled Access</i>	<i>Regular Access</i>	<i>Total Miles</i>
<i>Dublin</i>	0.0	2.4	6.9	9.3
<i>Keene</i>	6.9	0.4	1.2	8.5
<i>Marlborough</i>	0.0	0.0	4.0	4.0
<i>Peterborough</i>	0.0	2.6	4.1	6.7
<i>Temple</i>	0.0	0.0	3.4	3.4
<i>Totals</i>	6.9	3.1	12.7	22.7

## Housing and Transportation (H&T) Costs

	<u>Housing</u>		<u>Transportation</u>		<u>Combined</u>	
	<i>Annual Avg.</i>	<i>% Median HH Income</i>	<i>Annual Avg.</i>	<i>% Median HH Income</i>	<i>Annual Avg.</i>	<i>% Median HH Income</i>
<i>Community w/ Highest H&amp;T Costs (Sharon)</i>	\$1,943	33.0%	\$1,414	24.0%	\$3,357	57.0%
<i>Community w/ Lowest H&amp;T Costs (Greenville)</i>	\$1,150	19.0%	\$1,222	20.5%	\$2,372	40.1%
<i>Corridor</i>	\$1,477	28.5%	\$1,135	21.7%	\$2,613	50.2%