

Towns: Antrim, Bennington, Francestown, Greenfield, Hancock, and Peterborough

Nodal Centers: Antrim Village, Bennington Village, Hancock Village, and Peterborough Village

Corridor Backbone: US 202 from NH 101/US 202 in Peterborough to NH 9/US 202 in A

Highway Corridor System:

Towns	Minor Arterials	Major Collectors	Minor Collectors
Antrim	US 202		
Bennington	US 202	NH 31	NH 47
Francestown		NH 136	NH 47
			2nd NH Turnpike
Greenfield		NH 31	
		NH 136	
Hancock	US 202	NH 123	NH 137
			Peterborough Rd
Peterborough	US 202 starting at NH 101	NH 136	

Other Transportation Infrastructure and Services:

	Examples	Locations Where Accessible
Pedestrian	Sidewalks	Antrim Village, Bennington Village, Hancock, Hancock Village, Peterborough, Downtown Peterborough
	Peterborough Common Path and Hillsborough Trail	Bennington, Hancock, Hancock Village, Peterborough, Downtown Peterborough
Bicycle	Peterborough Common Path and Hillsborough Trail	Bennington, Hancock, Hancock Village, Peterborough, Downtown Peterborough
	4 foot Shoulders	All locations except Francestown and Greenfield
Fixed Route Bus	No Example Available	Not Available
Demand Response Bus	No Example Available	Not Available
Volunteer Drivers	CVTC	
Ridesharing Program	CVTC	
Intercity Bus	No Example Available	Not Available
Railroad Freight	Milford-Bennington Railroad	Greenfield, Bennington
Railroad Passenger	No Example Available	Not Available
Railroad Excursion	No Example Available	Not Available

Population Change – Historic and Projected

	2010	2019	2040 (Projected)	% Change 2010-2019	Projected % Change 2010-2040
Antrim	2631	2690	2811	2.2%	6.8%
Bennington	1497	1516	1529	1.3%	2.1%
Greenfield	1747	1847	1997	5.7%	14.3%
Hancock	1649	1656	1633	0.4%	-1.0%
Peterborough	6274	6688	7037	6.6%	12.2%
Corridor	13,798	14,397	15,007	4.3%	8.8%
SWRPC	100,697	100,691	104,376	-0.0%	3.7%

Special Populations

	Corridor Total	Proportion of Corridor Population	Communities and Nodes with Above Average Proportion of Special Population
Youth (Age 17 and Under)	2,574	18%	Downtown Bennington (22%), Bennington (21%), Antrim (21%), Greenfield (20%), Downtown Antrim (20%)
Young Adults (Age 18-34)	2,383	16%	Bennington (28%), Downtown Bennington (25%), Antrim (21%), Downtown Antrim (21%), Greenfield (17%)
Seniors (65 and older)	3,386	23%	Downtown Hancock (37%), Downtown Peterborough (35%), Hancock (32%), Peterborough (27%)
Racial Minorities	594	4%	Bennington (7%), Downtown Bennington (7%), Downtown Antrim (6%), Hancock (5%), Downtown Hancock (5%)
Low Income (Population at or Under 150% of Poverty Level)	1,793	12%	Downtown Bennington (19%), Downtown Antrim (19%), Bennington (18%), Downtown Peterborough (17%), Antrim (15%), Greenfield (13%)
Single Parent Households	286	5%	Downtown Bennington (8%), Downtown Antrim (7%), Peterborough (6%), Downtown Peterborough (6%), Greenfield (5%)
Individuals with Disabilities	1,664	12%	Greenfield (18%), Downtown Peterborough (15%)

Annual Average Daily Traffic (AADT): Top Corridor Increases

	Location	Benchmark Count		Latest Count		Change	% Change
		Year	AADT	Year	AADT		
Peterborough	US 202/NH 123 South of Sand Hill Rd.	2012	12,000	2018	13,240	1,240	10.3%
Greenfield	NH 136 West of Saw Mill Rd.	2012	3,200	2018	3,545	345	10.8%
Hancock	NH 123 West of NH 137 South	2013	2,000	2019	2,314	314	15.7%
Hancock	NH 137 (Bennington Rd) at Moose Brook	2013	1,100	2019	1,285	185	16.8%
Hancock	NH 123 (Forest Rd) West of NH 123	2013	1,500	2019	1,675	175	11.7%
Peterborough	US 202/NH 123 at Peterborough TL	2012	5,600	2018	5,773	173	3.1%

Proportion of Daily Traffic by Vehicle Class

	Location	Year	AADT	Motorcycles, Cars, Light-Duty Trucks	Buses and Single-Unit Trucks	Heavy Duty Trucks
Antrim	US 202 (Contoocook Valley Rd) South of Rest Area	2020	5,005	94.7%	2.6%	2.7%
Hancock	NH 137 (Bennington Rd) at Moose Brook	2019	1,285	93.3%	5.0%	1.7%
Hancock	NH 137 (Bond Corner Rd) at Harrisville TL	2018	699	98.0%	1.1%	0.7%

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

	Location	Month of County	\$/Gallon @ Time of Count	Total Vehicles	% People Ridesharing	% Vehicles with Ridesharers
Hillsborough	US 202 South of NH 9	Jul 2014	\$3.490	933	37.7%	21.3%
Peterborough	US 202 North of NH 136	Aug 2016	\$2.650	538	31.4%	17.8%
Peterborough	US 202 North of Main Street	Jun 2018	\$2.900	2,223	34.2%	19.6%
		Oct 2013	\$3.378	2,072	30.7%	17.2%

Registered Vehicles in Corridor

	Total Registered Vehicles	Vehicle to Population Ratio	Motorcycles and Passenger Vehicles	Hybrid or Electric Vehicles	Light Commercial Trucks	Buses and Single Unit Trucks	Heavy Duty Trucks
2017	14,672	1.026	13,262	250	678	482	58
2019	14,844	1.031	13,363	307	691	523	42
% Change	1.2%	0.5%	0.8%	22.8%	1.9%	8.5%	-27.6%

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 Working in Corridor Communities			Commuters Living in Corridor Communities		
Residence	# Commuters	Workplace	Residence	# Commuters	Workplace
Antrim	209	Peterborough	Antrim	209	Peterborough
Hancock	185	Peterborough	Hancock	185	Peterborough
Greenfield	123	Peterborough	Greenfield	123	Peterborough
Manchester	97	Greenfield	Peterborough	96	Concord
Francestown	82	Peterborough	Greenfield	80	Milford
Bennington	79	Peterborough	Bennington	79	Peterborough
Deering	79	Peterborough	Greenfield	64	Nashua
Hillsborough	73	Peterborough	Bennington	63	Manchester
Peterborough	54	Greenfield	Antrim	58	Nashua
Hillsborough	53	Greenfield	Peterborough	54	Greenfield

Jobs and Commuting Characteristics

	<i>Jobs</i>			<i>Residents in Workforce</i>				<i>Work From Home</i>
	<i>2010</i>	<i>2019</i>	<i>% Change</i>	<i>Total</i>	<i>Commute > 45 Min</i>	<i>Drove Alone</i>	<i>Other Means</i>	
<i>Antrim</i>	387	372	-3.9%	1,359	27.7%	80.3%	10.7%	9.1%
<i>Bennington</i>	341	N/A	N/A	852	24.8%	79.6%	8.5%	12.0%
<i>Greenfield</i>	961	844	-12.2%	924	19.6%	83.8%	6.7%	9.5%
<i>Hancock</i>	209	211	1.0%	916	11.7%	73.1%	7.2%	19.7%
<i>Peterborough</i>	4,579	4,692	2.5%	3,493	18.6%	77.0%	11.1%	11.9%
<i>Corridor</i>	6,477	6,119	-5.5%	7,544	20.2%	78.2%	9.7%	12.1%

Housing Units

	Single Family			Multi-Family			Total		
	2010	2019	% Change	2010	2019	% Change	2010	2019	% Change
Antrim	1,046	1,069	2.2%	233	233	0.0%	1,328	1,349	1.6%
Bennington	430	442	2.8%	186	186	0.0%	666	678	1.8%
Greenfield	603	629	4.3%	84	85	1.2%	699	726	3.9%
Hancock	729	748	2.6%	123	124	0.8%	864	884	2.3%
Peterborough	1,585	1,617	2.0%	1,371	1,520	10.9%	2,956	3,137	6.1%
Corridor	4,393	4,505	2.5%	1,997	2,148	7.6%	6,513	6,774	4.0%

Land Use and Development

Net Development Change 2001-2016 (Acres)

	Total Land (Acres)	Developed Land (2016)	Developed Open Space	Low Intensity	Medium Intensity	High Intensity
Antrim	23,368	1,107	-3.8	-0.2	3.8	0.2
Bennington	7,412	572	1.1	0.2	3.8	1.3
Greenfield	17,303	845	2.0	1.6	2.2	0.7
Hancock	20,004	1,075	0.0	0.0	0.2	0.0
Peterborough	24,592	2,130	-0.4	33.6	53.4	11.6
Corridor	92,679	5,729	-1.1	35.1	63.4	13.8

Mileage by Level of Access Management Control on US 202 North

	Limited Access	Controlled Access	Regular Access	Total Miles
Antrim	0.0	5.4	0.8	6.2
Bennington	0.0	0.0	2.5	2.5
Hancock	0.0	3.9	0.0	3.9
Peterborough	0.1	3.9	1.6	5.5
Totals	0.0	10.4	7.7	18.1

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&T Costs (Hancock)</i>	\$1,846	31.0%	\$1,390	23.0%	\$3,236	55.0%
<i>Community w/ Lowest H&T Costs (Bennington)</i>	\$1,383	23.0%	\$1,322	22.0%	\$2,705	46.0%
<i>Corridor</i>	\$1,573	26.4%	\$1,307	22.0%	\$2,881	48.6%