

Towns: Jaffrey, Peterborough, and Rindge

Nodal Centers: Downtown Jaffrey and Downtown Peterborough

Corridor Backbone: US 202 from NH 101/US 202 in Peterborough to Rindge/Winchendon, MA Town Line

Highway Corridors:

Towns	Minor Arterials	Major Collectors	Minor Collectors
Jaffrey	US 202	NH 124	NH 137
			Dublin Rd/ Poole Rd
			Stratton Rd/ Squantum Rd
Peterborough	US 202 starting at NH 101		
Rindge	US 202		Cathedral Rd
	NH 119 East of US 202		Payson Hill Rd/ Main St
			Lord Brook Rd/ Middle Winchendon Rd

Other Transportation Infrastructure and Services:

	Examples	Locations Where Accessible
Pedestrian	Sidewalks	All Locations
	Peterborough Common Pathway, Monadnock Branch Rail Trail	All Locations
Bicycle	Peterborough Common Pathway, Monadnock Branch Rail Trail	All Locations
	4 foot Shoulders	All Locations
Fixed Route Bus	No Example Available	Not Available
Demand Response Bus	No Example Available	Not Available
Volunteer Drivers	CVTC	All Locations
Ridesharing Program	CVTC	All Locations
Intercity Bus	No Example Available	Not Available
Railroad Freight		
Railroad Passenger		
Railroad Excursion		

Population Change – Historic and Projected

			2040	% Change	Projected % Change
	2010	2019	(Projected)	2010-2019	2010-2040
Jaffrey	5,456	5,277	5,272	-3.3%	-3.4%
Peterborough	6,274	6,688	7,037	6.6%	12.2%
Rindge	6,008	6,090	6,324	1.4%	5.3%
Corridor	17,738	18,055	18,633	1.8%	5.0%
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)	3,305	18%	Rindge (20%), Jaffrey (20%)
Young Adults (Age 18-34)	4,065	23%	Rindge (33%), Downtown Jaffrey (25%)
Seniors (65 and older)	3,644	20%	Downtown Peterborough (35%), Peterborough (27%)
Racial Minorities	970	5%	Rindge (8%)
Low Income (Population at or Under 150% of Poverty Level)	2,293	13%	Downtown Jaffrey (24%), Downtown Peterborough (17%), Jaffrey (16%)
Single Parent Households	371	5%	Downtown Jaffrey (10%), Jaffrey (7%), Peterborough (6%), Downtown Peterborough (6%)
Individuals with Disabilities	2,278	13%	Downtown Jaffrey (22%), Jaffrey (17%), Downtown Peterborough (15%)

Annual Average Daily Traffic (AADT): Top Corridor Increases

		Benchmark Count		Latest Count			
Location		Year	AADT	Year	AADT	Change	% Change
Rindge	US 202 South of NH 119	2013	8,900	2019	11,428	2,528	28.4%
Rindge	NH 119 East of US 202	2013	4,400	2019	6,453	2,053	46.7%
Rindge	NH 119 West of Payson Hill Rd	2013	4,800	2019	6,506	1,706	35.5%
Rindge	NH 119 (General James Reed Hwy.)	2013	3,100	2019	4,315	1,215	39.2%
Rindge	NH 119 at Fitzwilliam TL	2013	3,700	2019	4,694	994	26.9%
Jaffrey	US 202 (Peterborough St.) at Peterborough TL	2012	7,800	2018	8,420	620	7.9%
Jaffrey	NH 124 (Turnpike Rd.) at Sharon TL	2013	3,400	2019	3,946	546	16.1%

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
Peterborough	US 202 south of NH 101	Jun 2018	\$2.900	1,974	22.7%	12.5%
		Sep 2015	\$2.190	1,142	22.2%	12.1%
Rindge	NH 119 at Massachusetts SL	May 2018	\$2.900	582	23.6%	13.1%
		Oct 2015	\$2.150	611	22.6%	12.6%

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	17,811	0.99	16,086	244	765	675	71
2019	18,187	1.01	16,368	323	800	686	80
% Change	2.1%	1.3%	1.8%	32.4%	4.6%	1.6%	12.7%

Bicycle and Pedestrian Counts

Location		Count Period	Estimated Annual Trips	Estimated Annual Average Daily Traffic (AADT)
Peterborough Jaffrey	Common Path south of Grove Street	7/12/21-8/1/21	8,906	24
	Monadnock Recreational Rail Trail south of Union Street 2020	7/21/20-8/12/20	17,582	48

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
Jaffrey	412	Peterborough	Jaffrey	412	Peterborough
Rindge	327	Jaffrey	Rindge	327	Jaffrey
Rindge	186	Peterborough	Jaffrey	214	Keene
New Ipswich	139	Jaffrey	Rindge	186	Peterborough
Jaffrey	133	Rindge	Jaffrey	133	Rindge
Peterborough	124	Jaffrey	Peterborough	124	Jaffrey
Winchendon, MA	107	Jaffrey	Rindge	73	New Ipswich
Keene	83	Jaffrey	Rindge	59	Nashua
Winchendon, MA	81	Rindge	Jaffrey	59	Nashua
Winchendon, MA	64	Peterborough	Jaffrey	55	Bedford

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>> 45 Min</i>	<i>Drove Alone</i>	<i>Means</i>	<i>Work From Home</i>
<i>Jaffrey</i>	2,445	3,056	25.0%	2,944	20.0%	76.1%	16.2%	7.7%
<i>Peterborough</i>	4,579	4,692	2.5%	3,493	18.6%	77.0%	11.1%	11.9%
<i>Rindge</i>	1,697	1,696	-0.1%	2,848	18.6%	72.9%	5.7%	21.3%
<i>Corridor</i>	8,721	9,444	8.3%	9,285	19.0%	75.5%	11.1%	13.5%

Housing Units

	<i>Single Family</i>			<i>Multi-Family</i>			<i>Total</i>		
	2010	2019	% Change	2010	2019	% Change	2010	2019	% Change
<i>Jaffrey</i>	1,744	1,782	2.2%	547	544	-0.5%	2,547	2,574	1.1%
<i>Peterborough</i>	1,585	1,617	2.0%	1,371	1,520	10.9%	2,956	3,137	6.1%
<i>Rindge</i>	1,739	1,833	5.4%	384	440	14.6%	2,224	2,377	6.9%
<i>Corridor</i>	5,068	5,232	3.2%	2,302	2,504	8.8%	7,727	8,088	4.7%

Land Use and Development

	<i>Net Development Change 2001-2016 (Acres)</i>					
	<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>Jaffrey</i>	25,709	2,286	10.7	18.0	25.8	13.1
<i>Peterborough</i>	24,592	2,130	-0.4	33.6	53.4	11.6
<i>Rindge</i>	25,469	2,281	-0.9	8.9	8.9	5.3
<i>Corridor</i>	75,770	6,697	9.3	60.5	88.1	30.0

Mileage by Level of Access Management Control on NH 9 East

	<i>Limited Access</i>	<i>Controlled Access</i>	<i>Regular Access</i>	<i>Total Miles</i>
<i>Jaffrey</i>	0.0	2.0	2.6	4.6
<i>Peterborough</i>	0.0	2.4	1.0	3.4
<i>Rindge</i>	0.0	4.4	1.3	5.7
<i>Totals</i>	0.0	8.8	4.9	13.7

Housing and Transportation (H&T) Costs

	<u><i>Housing</i></u>		<u><i>Transportation</i></u>		<u><i>Combined</i></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 (Peterborough)</i>	\$1,558	26.0%	\$1,247	21.2%	\$2,805	47.3%
<i>Community w/ Lowest H&T Costs (Jaffrey)</i>	\$1,377	28.8%	\$1,156	23.7%	\$2,533	52.5%
<i>Corridor</i>	\$1,508	29.0%	\$1,212	23.3%	\$2,720	52.5%