

Towns: Alstead, Antrim, Gilsum, Keene, Langdon, Marlow, Nelson, Roxbury, Stoddard, Surry and Windsor

Nodal Centers: Downtown Antrim and Downtown Keene

Corridor Backbone: NH 9 from NH/9/10/12 in Keene to Antrim/Hillsborough Town Line

Highway Corridor System:

Towns	Principal Arterials	Minor Arterials	Major & Urban Collectors	Minor Collectors
Alstead			NH 12A	NH 123A
			NH 123	Gilsum Mine Rd
Antrim	NH 9		NH 31	
			NH 123	
Gilsum			NH 10	Main St/ Alstead Hill Rd
				Surry Rd
Keene	NH 9	Washington St	NH 10	Sullivan Ctr St
Langdon			NH 12A	NH 123A
Marlow			NH 10	NH 123A
			NH 123	
Nelson	NH 9			Granite Lake Rd
				Nelson Rd
Roxbury	NH 9			
Sullivan	NH 9			Centre St
Stoddard	NH 9		NH 123	
Surry				Gilsum Rd
Windsor				NH 31

Source: SWRPC

Other Transportation Infrastructure and Services:

	Infrastructure/Service	Locations Where Accessible
Pedestrian	Sidewalks	Alstead, Antrim Village, Gilsum, Keene
	Multi-use Trails	Keene
Bicycle	Multi-use Trails	Keene
	4 foot Shoulders	All Locations Except Windsor
Fixed Route Bus	City Express	Keene
Demand Response Bus	Para Express, Friendly Bus	Keene
Volunteer Drivers	ARC, CVTC	All Locations
Carpooling Program	CVTC	All Locations
Intercity Bus	No Example Available	Not Available
Railroad Freight	No Example Available	Not Available
Railroad Passenger	No Example Available	Not Available

Source: SWRPC

Population Change – Historic and Projected

	2010	2019	2040 (Projected)	% Change 2010-2019	Projected % Change 2010-2040
<i>Alstead</i>	1,939	1,938	1,944	-0.1%	0.3%
<i>Antrim</i>	2,631	2,690	2,811	2.2%	6.8%
<i>Gilsum</i>	808	804	828	-0.5%	2.5%
<i>Keene</i>	23,515	22,786	23,954	-3.1%	1.9%
<i>Langdon</i>	688	684	731	-0.6%	6.2%
<i>Marlow</i>	743	730	737	-1.7%	-0.8%
<i>Nelson</i>	728	734	770	0.8%	5.8%
<i>Roxbury</i>	229	220	217	-3.9%	-5.2%
<i>Stoddard</i>	1,233	1,240	1,433	0.6%	16.2%
<i>Sullivan</i>	676	675	657	-0.1%	-2.8%
<i>Surry</i>	744	744	776	0.0%	4.3%
<i>Windsor</i>	224	231	248	3.1%	10.7%
<i>Corridor</i>	34,158	33,476	35,106	-2.0%	2.8%
<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>	5,725	17%	Marlow (26%), Sullivan (25%), Langdon (24%), Antrim (21%), Surry (20%), Gilsum (20%), Downtown Antrim (20%), Stoddard (19%), Alstead (18%)
<i>Young Adults (Age 18-34)</i>	9,678	29%	Keene (34%)
<i>Seniors (65 and older)</i>	6,277	19%	Alstead (25%), Surry (23%), Stoddard (23%), Gilsum (22%), Nelson (22%), Marlow (19%)
<i>Racial Minorities</i>	2,509	7%	Nelson (11%), Keene (9%), Gilsum (9%)
<i>Low Income (Population at or Under 150% of Poverty Level)</i>	5,702	17%	Alstead (30%), Nelson (20%), Windsor (20%), Downtown Antrim (19%), Langdon (18%), Keene (17%)
<i>Single Parent Households</i>	697	5%	Nelson (7%), Downtown Antrim (7%), Keene (6%), Alstead (6%)
<i>Individuals with Disabilities</i>	4,370	13%	Gilsum (17%), Keene (14%)

Annual Average Daily Traffic (AADT): Top Corridor Increases

	Location	Benchmark Count		Latest Count		Change	% Change
		Year	AADT	Year	AADT		
Keene	NH 9 (Franklin Pierce Hwy.) East of Sullivan Rd	2012	8,200	2018	9,611	1,411	17.2%
Keene	NH 9/NH 10 (Franklin Pierce Hwy.) West of Washington St. Connector	2012	9,300	2018	10,169	869	9.3%
Keene	NH 10 (Gilsum Rd) North of NH 9	2012	3,800	2018	4,256	456	12.0%
Alstead	NH 123 at Langdon TL	2014	1,800	2020	2,246	446	24.8%
Gilsum	NH 10 (Gilsum Rd) Over Ashuelot River South of Centennial Rd.	2012	3,100	2018	3,427	327	10.5%
Gilsum	NH 10 (Gilsum Rd) at Keene TL	2012	3,200	2018	3,493	293	9.2%

Proportion of Daily Traffic by Vehicle Class

	Location	Year	AADT	Motorcycles, Cars, Light-Duty Trucks	Buses and Single-Unit Trucks	Heavy Duty Trucks
Nelson Stoddard	NH 9 (Franklin Pierce Hwy.) at Sullivan TL (EB-WB)	2019	6,421	93.0%	5.0%	1.9%
	NH 9 (Franklin Pierce Hwy.) at Stoddard TL	2019	6,345	91.6%	6.9%	1.5%
Gilsum	NH 10 (Gilsum Rd) at Keene TL	2018	3,493	96.5%	2.9%	0.6%
Antrim	NH 31 (Clinton Rd) South of NH 9	2020	709	92.4%	5.9%	1.7%
Alstead	Gilsum Mine Rd. at Gilsum TL	2020	608	96.2%	3.0%	0.8%

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 10 north of NH 9	Jun 2018	\$2.830	793	24.4%	13.4%
		Sep 2015	\$2.190	793	28.6%	16.0%
Keene	NH 9 east of Washington Street	Jul 2019	\$2.620	1,916	20.7%	11.4%
		Aug 2013	\$3.625	1,862	32.7%	18.6%

Registered Vehicles in Corridor

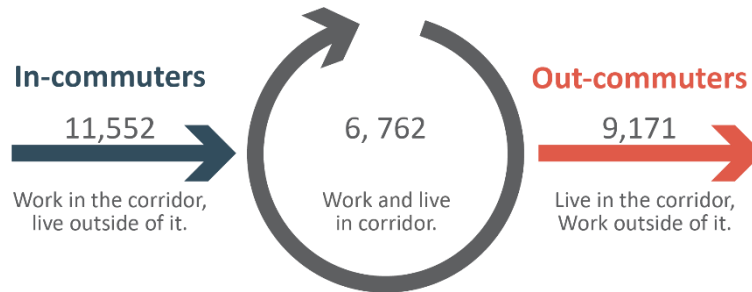
	Total Registered Vehicles	Vehicle to Population Ratio	Motorcycles and Passenger Vehicles	Hybrid or Electric Vehicles	Light Commercial Trucks	Buses and Single Unit Trucks	Heavy Duty Trucks
2017	30,238	0.90	27,587	408	1,223	991	53
2019	31,667	0.95	28,746	480	1,349	1,121	73
Change (%)	4.7%	5.0%	4.2%	17.6%	10.3%	13.1%	37.7%

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&T Costs (Antrim)</i>	\$1,517	25.6%	\$1,345	22.5%	\$2,862	48.1%
<i>Community w/ Lowest H&T Costs (Keene)</i>	\$1,422	29.6%	\$1,010	20.9%	\$2,432	50.4%
<i>Corridor Average</i>	\$1,431	29.3%	\$1,106	22.5%	\$2,537	51.8%

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.

<i>Commuters Working in Corridor Communities</i>			<i>Commuters Living in Corridor Communities</i>		
<i>Residence</i>	<i># Commuters</i>	<i>Workplace</i>	<i>Residence</i>	<i># Commuters</i>	<i>Workplace</i>
Alstead	256	Keene	Alstead	256	Keene
Manchester	249	Keene	Keene	251	Concord
Concord	139	Keene	Keene	193	Manchester
Stoddard	134	Keene	Stoddard	134	Keene
Hillsborough	125	Keene	Gilsum	119	Keene
Gilsum	119	Keene	Marlow	107	Keene
Marlow	107	Keene	Antrim	96	Concord
Dover	97	Keene	Sullivan	96	Keene
Sullivan	96	Keene	Antrim	91	Keene
Hancock	95	Keene	Antrim	84	Hillsborough

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>Drove</i>	<i>Other</i>	<i>Work</i>
					<i>> 45 Min</i>	<i>Alone</i>	<i>Means</i>	<i>From Home</i>
<i>Alstead</i>	151	245	62.3%	873	16.8%	78.4%	11.7%	10.0%
<i>Antrim</i>	387	372	-3.9%	1,359	27.7%	80.3%	10.7%	9.1%
<i>Gilsum</i>	124	163	31.5%	431	13.5%	78.0%	15.1%	7.0%
<i>Keene</i>	18,507	17,470	-5.6%	11,431	6.6%	72.2%	19.2%	8.6%
<i>Langdon</i>	56	210	275.0%	362	20.2%	87.3%	7.7%	5.0%
<i>Marlow</i>	84	90	7.1%	372	25.3%	88.2%	4.0%	7.8%
<i>Nelson</i>	N/A	43	N/A	298	17.8%	81.9%	8.7%	9.4%
<i>Roxbury</i>	N/A	N/A	N/A	108	9.3%	92.6%	4.6%	2.8%
<i>Stoddard</i>	119	N/A	N/A	649	16.8%	89.7%	2.8%	7.6%
<i>Sullivan</i>	42	N/A	N/A	423	9.7%	79.2%	9.0%	11.8%
<i>Surry</i>	58	81	39.7%	442	9.3%	82.8%	10.2%	7.0%
<i>Corridor</i>	19,528	18,674	-4.4%	16,748	10.5%	75.4%	16.0%	8.6%

Housing Units

	Single Family			Multi-Family			Total		
	2010	2019	% Change	2010	2019	% Change	2010	2019	% Change
<i>Alstead</i>	826	859	4.0%	73	73	0.0%	991	1,024	3.3%
<i>Antrim</i>	1,046	1,069	2.2%	233	233	0.0%	1,328	1,349	1.6%
<i>Gilsum</i>	349	363	4.0%	4	6	50.0%	378	393	4.0%
<i>Keene</i>	4,728	4,751	0.5%	4,637	5,070	9.3%	9,719	10,210	5.1%
<i>Langdon</i>	271	280	3.3%	20	20	0.0%	306	315	2.9%
<i>Marlow</i>	378	387	2.4%	3	3	0.0%	408	417	2.2%
<i>Nelson</i>	398	403	1.3%	51	53	3.9%	460	470	2.2%
<i>Roxbury</i>	89	88	-1.1%	7	7	0.0%	101	100	-1.0%
<i>Stoddard</i>	1,005	1,068	6.3%	2	2	0.0%	1,044	1,112	6.5%
<i>Sullivan</i>	263	277	5.3%	15	16	6.7%	309	324	4.9%
<i>Surry</i>	309	328	6.1%	5	6	20.0%	324	344	6.2%
<i>Windsor</i>	132	139	5.3%	0	0	0%	137	144	5.1%
<i>Corridor</i>	9,794	10,012	2.2%	5,050	5,489	8.7%	15,505	16,202	4.5%

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>Alstead</i>	25,211	1,273	-1.3	-0.4	2.2	0.2
<i>Antrim</i>	23,368	1,107	-3.8	-0.2	3.8	0.2
<i>Gilsum</i>	10,682	569	0.0	0.0	0.0	0.0
<i>Keene</i>	23,867	5,775	0.6	12.5	112.0	83.6
<i>Langdon</i>	10,446	567	0.0	-0.0	0.0	0.2
<i>Marlow</i>	16,922	738	0.0	0.0	0.0	0.0
<i>Nelson</i>	14,898	780	-0.2	0.2	0.4	0.0
<i>Roxbury</i>	7,845	428	0.0	0.0	0.0	0.0
<i>Stoddard</i>	33,950	1,391	10.0	5.6	2.2	0.0
<i>Sullivan</i>	11,985	494	0.0	0.7	0.2	0.0
<i>Surry</i>	10,241	476	2.4	-0.4	0.4	0.7
<i>Windsor</i>	5,451	124	0.7	2.7	0.2	0.2
<i>Corridor</i>	194,865	13,722	8.4	20.5	121.5	85.2

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>Antrim</i>	6.9	0.4	1.2	8.5
<i>Keene</i>	0.0	0.0	1.5	1.5
<i>Nelson</i>	0.0	1.2	0.7	1.9
<i>Roxbury</i>	3.8	0.0	0.0	3.8
<i>Stoddard</i>	0.0	5.7	1.1	6.8
<i>Sullivan</i>	0.0	0.0	5.7	5.7
<i>Corridor</i>	10.7	7.3	10.2	28.2