

Towns: Chesterfield, Hinsdale, and Keene

Nodal Centers: Downtown Hinsdale and Downtown Keene

Corridor Backbone: NH 9 from NH/9/10/12 in Keene to Chesterfield/Brattleboro, VT Town Line

Highway Corridor System:

Towns	Principal Arterials	Minor Arterials	Major or Urban Collectors	Minor Collectors
Keene	NH 9		Base Hill Road	
			Gilbo Ave	
			West Street	
Chesterfield	NH 9		NH 63	Glebe Road
				NH 9A
				River Road
Hinsdale			NH 63	
			NH 119	

Other Transportation Infrastructure and Services:

	Examples	Locations Where Accessible
Pedestrian	Sidewalks	Downtown Hinsdale, Keene
	Fort Hill Branch Rail Trail	Hinsdale
Bicycle	Fort Hill Branch Rail Trail	Hinsdale
	4 foot Shoulders	Keene, Chesterfield, Hinsdale
Motor Vehicles and Trucks	Roads and Bridges	All Locations
Fixed Route Bus	Keene State College Campus Shuttle	Hinsdale
	The Current: Hinsdale Blue Route	Keene
Demand Response Bus	Para Express, Friendly Bus	Keene
Volunteer Drivers	ARC	All Locations
Ridesharing Program	CVTC	All Locations
Intercity Bus	Greyhound Bus Lines	Keene
Railroad Freight	No Example Available	Not Available
Railroad Passenger	No Example Available	Not Available
Railroad Excursion	No Example Available	Not Available

Population Change – Historic and Projected

	2010	2020	2030	2040 (Projected)	% Change 2010-2020	Projected % Change 2010-2040
<i>Chesterfield</i>	3,604	3,552	3,602	3,620	-1.4%	0.4%
<i>Hinsdale</i>	4,046	3,948	3,907	3,926	-2.4%	-2.9%
<i>Keene</i>	23,409	23,047	23,839	23,954	-1.5%	2.3%
<i>Corridor</i>	31,059	30,547	31,348	31,500	-1.6%	1.4%
<i>SWRPC</i>	100,751	101,936	103,595	104,376	-0.4%	3.6%

Special Populations

	Corridor Total	Proportion of Corridor Population	Communities and Nodes with Above Average Proportion of Special Population
<i>Youth (Age 17 and Under)</i>	5,131	17%	Chesterfield (24%), Downtown Hinsdale (21%), Hinsdale (19%)
<i>Young Adults (Age 18-34)</i>	8,723	29%	Keene (34%)
<i>Seniors (65 and older)</i>	5,632	18%	Chesterfield (22%), Downtown Hinsdale (19%)
<i>Racial Minorities</i>	2,350	8%	Keene (9%)
<i>Low Income (Population at or Under 150% of Poverty Level)</i>	4,838	16%	Downtown Hinsdale (19%), Keene (17%), Hinsdale (16%)
<i>Single Parent Households</i>	680	6%	Downtown Hinsdale (11%), Hinsdale (7%), Keene (6%)
<i>Individuals with Disabilities</i>	4,199	14%	Hinsdale (15%), Keene (14%)

Annual Average Daily Traffic (AADT): Top Corridor Increases

	Location	Benchmark Count		Latest Count		Change	% Change
		Year	AADT	Year	AADT		
Hinsdale	NH 63/NH 119 (Main St.) West of Church St.	2012	3,200	2018	5,598	2,398	74.9%
Keene	NH 9 (Franklin Pierce Hwy.) East of Ash Brook Rd.	2012	21,000	2018	22,370	1,370	6.5%
Hinsdale	NH 119 (Brattleboro Rd) North of Prospect St.	2013	5,000	2019	5,842	842	16.8%
Keene	Base Hill Rd. North of NH 9	2014	1,600	2020	2,245	645	40.3%
Keene	West St. West of Bradford Rd. (EB-WB)	2012	1,700	2018	2,298	598	35.2%
Keene	NH 9 (Franklin Pierce Hwy.) West of Base Hill Rd.	2013	14,000	2019	14,419	419	3.0%

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 9 (Franklin Pierce Hwy. East of Ash Brook Rd.	2018	22,370	94.4%	1.8%	3.8%
Keene	West St. at Ashuelot River Bridge	2020	13,575	97.8%	1.9%	0.3%
Westmoreland	NH 9 (Franklin Pierce Hwy.) at Westmoreland TL	2020	11,153	94.6%	2.2%	3.3%
Chesterfield	NH 9 (Franklin Pierce Hwy.) West of Mill Rd.	2020	9,511	82.6%	13.2%	4.2%
Keene	Gilbo Ave South of West St. (EB-WB)	2018	3,549	99.4%	0.5%	0.1%

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

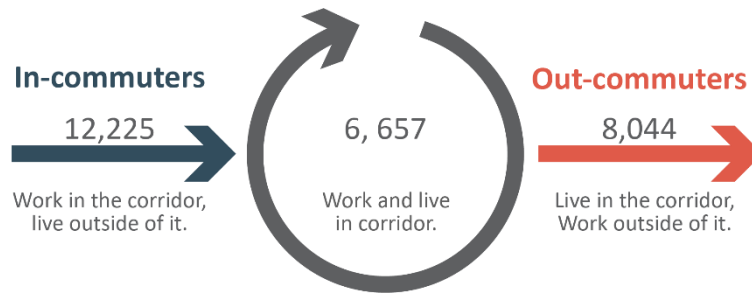
	Location	Month of Count	\$/Gallon @ Time of Count	Total Vehicles	% People Ridesharing	% Vehicles with Ridesharers
Chesterfield	NH 9 at Vermont SL	Jul 2019	\$2.640	2,757	27.5%	15.3%
		Oct 2013	\$3.490	2,376	30.6%	17.4%
Hinsdale	NH 119 at Vermont SL	Jul 2020	\$2.180	1,173	36.1%	20.9%
		Aug 2014	\$3.470	1,180	43.2%	25.6%

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>	25,713	0.85	23,893	382	874	716	35
<i>2019</i>	28,064	0.93	25,905	458	1,010	881	47
<i>% Change</i>	9.1%	9.5%	8.4%	19.9%	15.6%	23.0%	34.3%

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 Working in Corridor Communities			Commuters Living in Corridor Communities		
Residence	# Commuters	Workplace	Residence	# Commuters	Workplace
Chesterfield	510	Keene	Hinsdale	649	Brattleboro, VT
Hinsdale	221	Keene	Chesterfield	510	Keene
Brattleboro, VT	157	Keene	Keene	462	Brattleboro, VT
Keene	147	Chesterfield	Hinsdale	221	Keene
Brattleboro, VT	98	Chesterfield	Chesterfield	206	Brattleboro, VT
Swanzy	90	Chesterfield	Keene	147	Chesterfield
Hinsdale	86	Chesterfield	Hinsdale	86	Chesterfield
Westmoreland	73	Chesterfield	Chesterfield	78	Westmoreland
Brattleboro, VT	68	Hinsdale	Keene	61	Hinsdale
Keene	61	Hinsdale	Chesterfield	52	Swanzy

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>Keene</i>	18,507	17,470	-5.6%	11,431	6.6%	72.2%	19.2%	8.6%
<i>Chesterfield</i>	1,280	1,316	2.8%	1,708	11.4%	75.6%	13.9%	10.5%
<i>Hinsdale</i>	676	801	18.5%	2,249	8.1%	79.9%	13.7%	6.4%
<i>Corridor</i>	20,463	19,587	-4.3%	15,388	7.4%	73.7%	17.8%	8.5%

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>Chesterfield</i>	1,600	1,654	3.4%	167	195	16.8%	1,802	1,884	4.6%
<i>Hinsdale</i>	953	954	0.1%	415	416	0.2%	1,827	1,852	1.4%
<i>Keene</i>	4,728	4,751	0.5%	4,637	5,070	9.3%	9,719	10,210	5.1%
<i>Corridor</i>	7,281	7,359	1.1%	5,219	5,681	8.9%	13,348	13,946	4.5%

Land Use and Development

Net Development Change 2001-2016 (Acres)

	<i>Total Land</i>	<i>Developed Land</i>	<i>Developed Open</i>	<i>Low Intensity</i>	<i>Medium Intensity</i>	<i>High Intensity</i>
	<i>(Acres)</i>	<i>(2016)</i>	<i>Space</i>			
<i>Keene</i>	23,867	5,775	0.6	12.5	112.0	83.6
<i>Chesterfield</i>	30,428	1,785	5.1	4.0	8.0	4.9
<i>Hinsdale</i>	14,497	1,372	-2.4	21.2	25.4	21.7
<i>Corridor</i>	68,792	8,931	3.3	37.7	145.3	110.2

Mileage by Level of Access Management Control on NH 9 West

	<i>Limited Access</i>	<i>Controlled Access</i>	<i>Regular Access</i>	<i>Total Miles</i>
<i>Chesterfield</i>	0	10.7	0	10.7
<i>Keene</i>	0	3.7	0	3.7
<i>Totals</i>	0	14.4	0	14.4
<i>Chesterfield</i>	0	10.7	0	10.7

Housing and Transportation (H&T) Costs

	<i>Housing</i>		<i>Transportation</i>		<i>Combined</i>	
	<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 (Chesterfield)</i>	\$1,665	34.4%	\$1,241	25.8%	\$2,906	60.4%
<i>Community w/ Lowest H&T Costs (Hinsdale)</i>	\$1,164	24.2%	\$1,143	24.0%	\$2,307	47.7%
<i>Corridor</i>	\$1,417	29.5%	\$1,054	21.8%	\$2,471	51.3%