



SWRPC

Southwest Region
Planning Commission

NH Route 9 East Corridor Virtual Meeting
Held to inform SWRPC's update to the *Southwest Connects Long Range Transportation Plan*
Wednesday August 10, 2022

SWRPC held a virtual meeting on Wednesday August 10, 2022 at 6:30 pm focused on the NH Route 9 East Corridor, which runs from Keene to Antrim. This corridor is one of eight major transportation corridors in the Southwest NH Region as depicted in the *Southwest Connects Long Range Transportation Plan*. This meeting was the second in a series of eight that SWRPC is holding over the next several months in 2022 and 2023. Each meeting will focus on one of the regional transportation corridors. The purpose of this meeting (and future meetings) is to share information about the corridor with local communities and to collect public input for the Southwest Connects Long Range Transportation Plan.

The following people attended the meeting: Lucien Bean (Langdon), Jim (last name unknown), Paul Roth (Dublin), Representative Jim Creighton (Antrim), and Leslie Casey (Sullivan).

The following information was covered and discussed (more detailed information is available by viewing the presentation at <https://youtu.be/kN66Ev22I28>):

- The NH Route 9 East corridor includes the Towns of Alstead, Antrim, Gilsum, Keene, Langdon, Marlow, Nelson, Roxbury, Stoddard, Sullivan, Surry, and Windsor. In addition to NH Route 9 this corridor also includes NH Route 31, 123, 123A, and 12A. It is a highly trafficked corridor that is important for commuting, tourism, commerce, and other reasons.
- The corridor had 10 fatal automobile crashes between 2012 - 2020 and several non-fatal crashes.
- Approximately 11,552 commuters per day enter the corridor from outside towns. 9,171 people live on this corridor and commute to outside towns. 6,762 people live and work on this corridor.
- In recent decades, communities on this corridor have seen an increase in the percentage of older adults and a decrease in percentage of youth and younger adults.
- By 2040, current State population projections predict a 3.7% increase for towns on this corridor. All towns on this corridor are expected to increase slightly in population, except Marlow, Roxbury, and Sullivan.

The following safety concerns and suggestions were shared by participants at the meeting:

- Excessive vehicle speed is a safety concern on multiple areas of NH Route 9. Speed radar has been used in the past to control vehicle speed east of the Corridor in Hillsboro. Damage to guard rails and barriers on NH Route 9 indicates that vehicles are traveling at unsafe speeds.

The following concerns and suggestions were shared by participants at the meeting about the diversity of transportation options available in the corridor:

- Antrim and Hillsboro have community-based volunteer driver program that offer on-demand ride service to non-drivers. Community Volunteer Transportation Company also provides rides to communities on this corridor. Volunteer driver programs are an important transportation resource for older adults and others who do not drive.

The following concerns and suggestions were shared by participants at the meeting about natural disasters and human-caused hazards in the corridor:

- On October 9th 2005, flooding caused severe damaged to NH Route 12A in Alstead. Four Alstead residents were killed, seven structures were destroyed and fourteen were substantially damaged in this flooding event. Flooding was caused by heavy rain and a culvert that was blocked, preventing drainage. This event serves as a reminder of the destruction that can be caused by flooding.

The following concerns and suggestions were shared by participants at the meeting about infrastructure in the corridor:

- Generally, the condition of pavement and other infrastructure on NH Route 9 is good. No specific area was identified by participants as being in need of infrastructure improvements. NH Department of Transportation does a good job maintaining the state routes in this corridor.
- Commercial development on NH Route 9 is limited, in part because the State controls restricts access in some areas.
- There is a lack of EV charging infrastructure on this corridor.
- There is an abandoned rest stop site is located along this corridor on NH Route 9 in Antrim, and the property is currently for sale. This site could be the site of an electric vehicle charging station or commercial development.