

US 202 SOUTH CORRIDOR

Like the NH 10 and NH 12 Corridors, the US 202 South Corridor is one of the arterials in the Southwest Region that connects several Southwest Region communities to Massachusetts. It is particularly important to southern Peterborough, Jaffrey and Rindge, three of the most populous communities in the Southwest Region and host to a number of important employers including Millipore (700 employees), NH Ball Bearings (550 employees), Teleflex Medical (303 employees) and Franklin Pierce University (300 employees). Passenger transportation services are very limited on the corridor, but there are some services. Peterborough's Common Path parallels the northern portion of the Corridor down to Noone Falls. The same rail right of way picks up again in downtown Jaffrey north of US 202/NH 124 intersection and continues south all the way through Rindge in Massachusetts where it abruptly ends in Winchendon, MA.

In the 2000s, Jaffrey's population decreased a small number, while Peterborough and Rindge's population increased by 6.8% and 10.3% respectively. Despite Jaffrey's population loss, it recorded demand for 204 housing permits. Noteworthy special populations on the Corridor include Jaffrey's youth (21% of the community), Rindge's millennials from Franklin Pierce University (37% from that community) and relatively high number of single parent households in downtown Jaffrey (47%). Peterborough's senior population is substantial on the corridor, probably because of the presence of Rivermead, a retirement community in southern Peterborough off of US 202.

Traffic volumes have remained relatively steady, with the highest traffic levels in downtown Jaffrey (13,000 AADT), a mix of local and regional traffic. Traffic volumes in Peterborough on the 12,000 near the NH 101 intersection to 9,000 AADT near Sharon Road. In Rindge, traffic volumes hover between 5,500 at the MA State Line to 9,100 AADT just south of NH 119.

Priority challenges and opportunities for the US 202 South Corridor include:

- The Jaffrey dog-leg area in downtown Jaffrey remains a significant challenge for this corridor. The intersection has a number of issues including high delays at traffic lights, limited maneuverability for trucks negotiating the intersections, extra wide streets making it difficult for pedestrian crossings, a lack of parking, confusing routing, and other concerns.
- The Town of Rindge is interested in making West Rindge into a traditional village. This will require close coordination between the town and NHDOT.
- The Rail Trail breaks up between Peterborough and Jaffrey. Yet there are a number of potential users of a recreational rail trail in the connecting area including residents of Rivermead and employees of NH Ball Bearings and Staff Development for Educators.
- There are a number of bus/shuttle-like transportation services that use this Corridor, however they do not market themselves to the general public. There may be an opportunity to connect people to Downtown Jaffrey, Downtown Peterborough and shopping in Rindge.

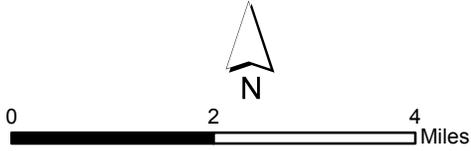
US 202 South Corridor

Boundaries & Features

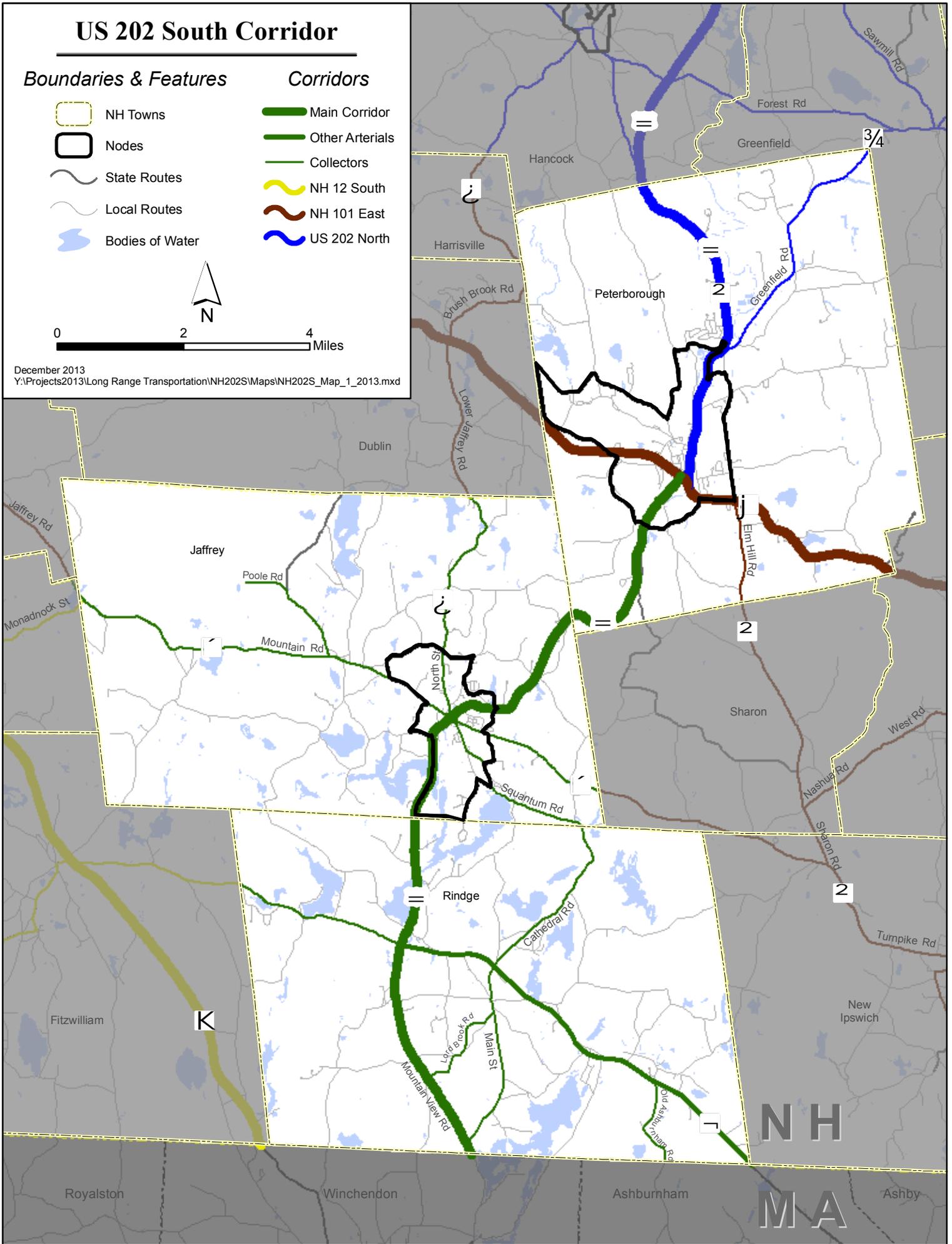
-  NH Towns
-  Nodes
-  State Routes
-  Local Routes
-  Bodies of Water

Corridors

-  Main Corridor
-  Other Arterials
-  Collectors
-  NH 12 South
-  NH 101 East
-  US 202 North



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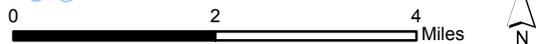
US 202 South Corridor Challenges

Boundaries & Features

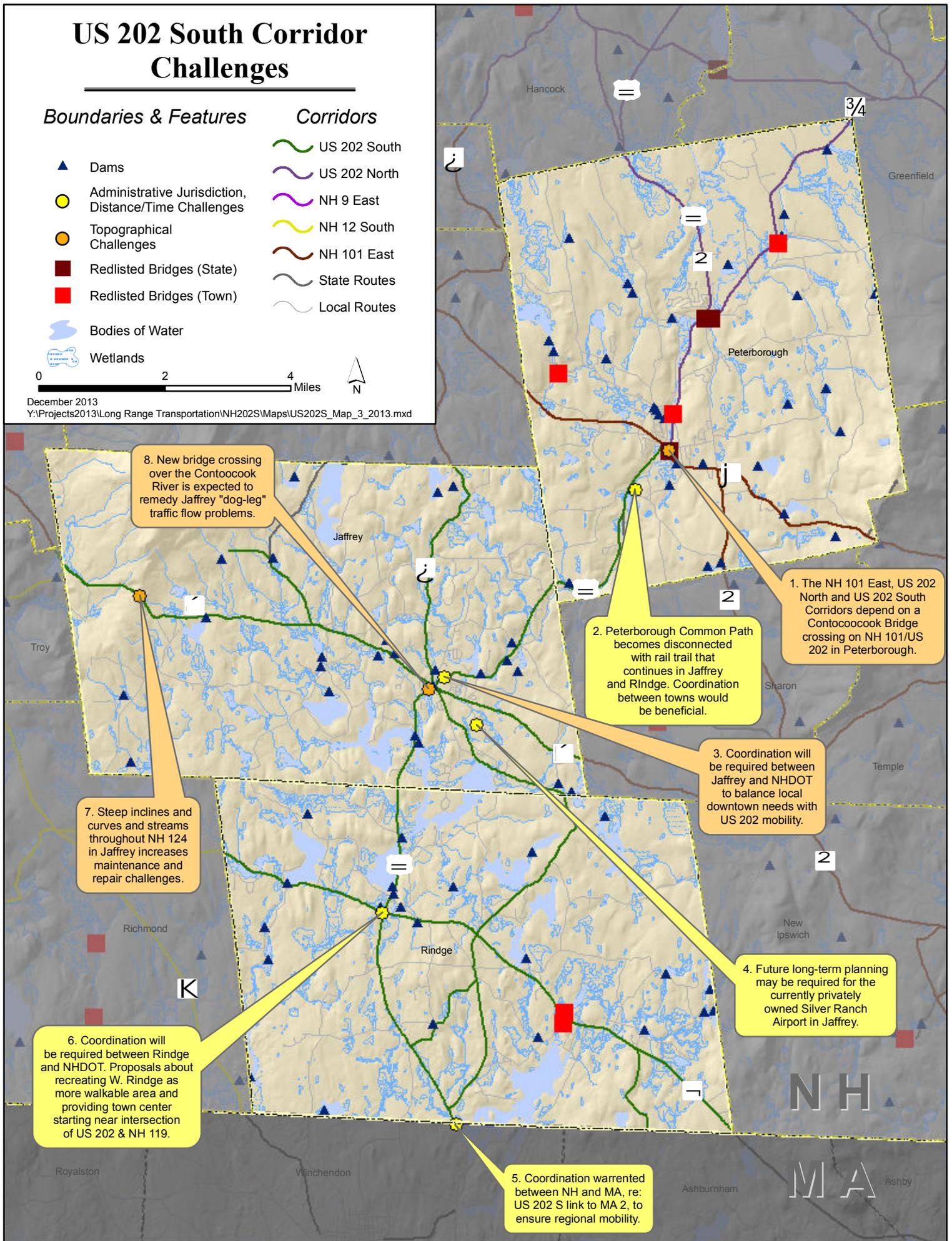
-  Dams
-  Administrative Jurisdiction, Distance/Time Challenges
-  Topographical Challenges
-  Redlisted Bridges (State)
-  Redlisted Bridges (Town)
-  Bodies of Water
-  Wetlands

Corridors

-  US 202 South
-  US 202 North
-  NH 9 East
-  NH 12 South
-  NH 101 East
-  State Routes
-  Local Routes



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8. New bridge crossing over the Contoocook River is expected to remedy Jaffrey "dog-leg" traffic flow problems.

2. Peterborough Common Path becomes disconnected with rail trail that continues in Jaffrey and Rindge. Coordination between towns would be beneficial.

1. The NH 101 East, US 202 North and US 202 South Corridors depend on a Contoocook Bridge crossing on NH 101/US 202 in Peterborough.

3. Coordination will be required between Jaffrey and NHDOT to balance local downtown needs with US 202 mobility.

7. Steep inclines and curves and streams throughout NH 124 in Jaffrey increases maintenance and repair challenges.

4. Future long-term planning may be required for the currently privately owned Silver Ranch Airport in Jaffrey.

6. Coordination will be required between Rindge and NHDOT. Proposals about recreating W. Rindge as more walkable area and providing town center starting near intersection of US 202 & NH 119.

5. Coordination warranted between NH and MA, re: US 202 S link to MA 2, to ensure regional mobility.



US 202 South Corridor Travelshed Communities

-  Main Corridor
-  Southwest Region
-  Interstates
-  Montachusett Regional
-  NH Towns
-  States

0 4 8 Miles



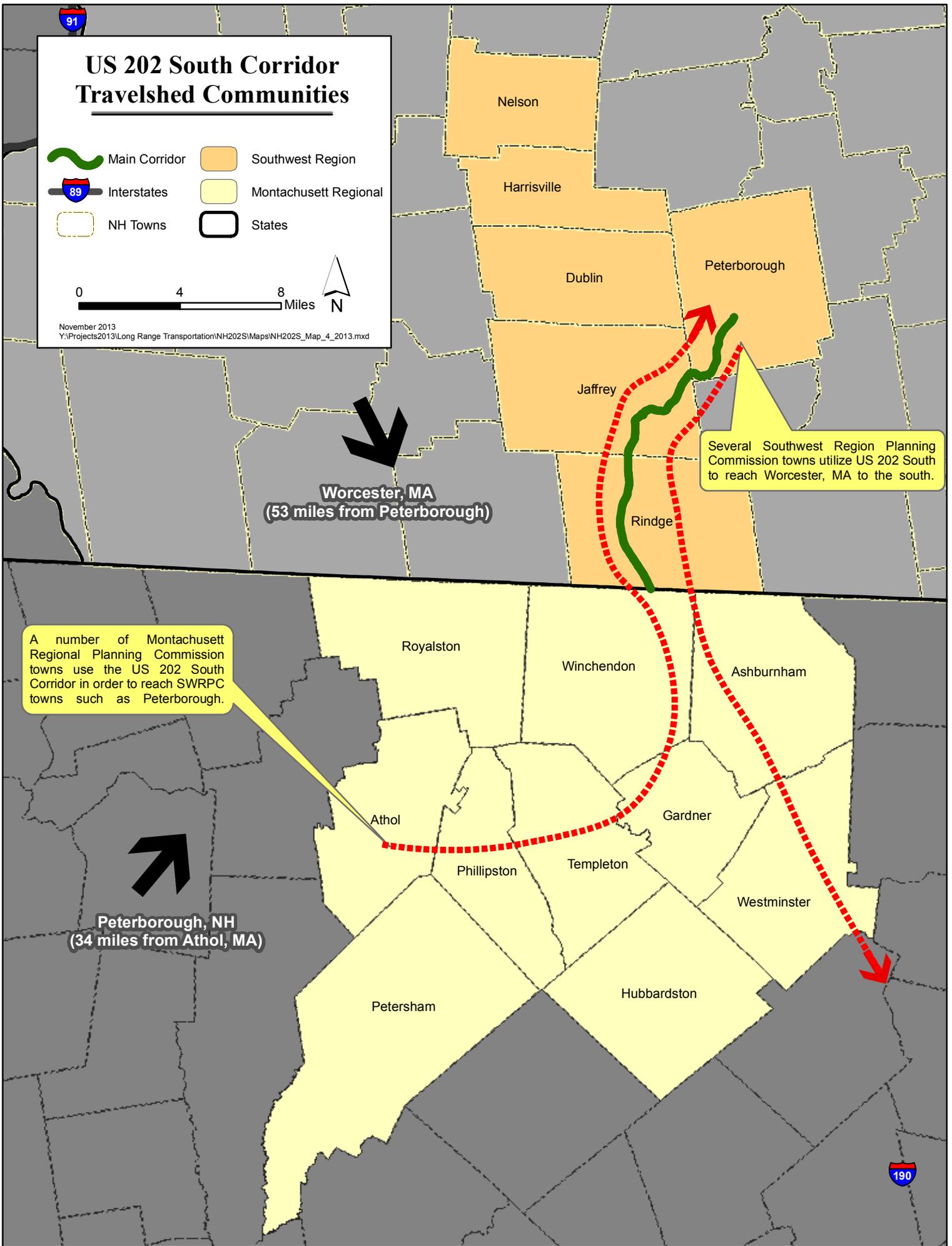
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Worcester, MA
(53 miles from Peterborough)

Several Southwest Region Planning Commission towns utilize US 202 South to reach Worcester, MA to the south.

A number of Montachusett Regional Planning Commission towns use the US 202 South Corridor in order to reach SWRPC towns such as Peterborough.

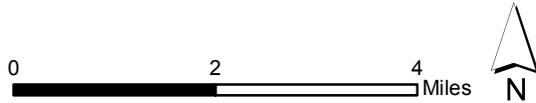
Peterborough, NH
(34 miles from Athol, MA)



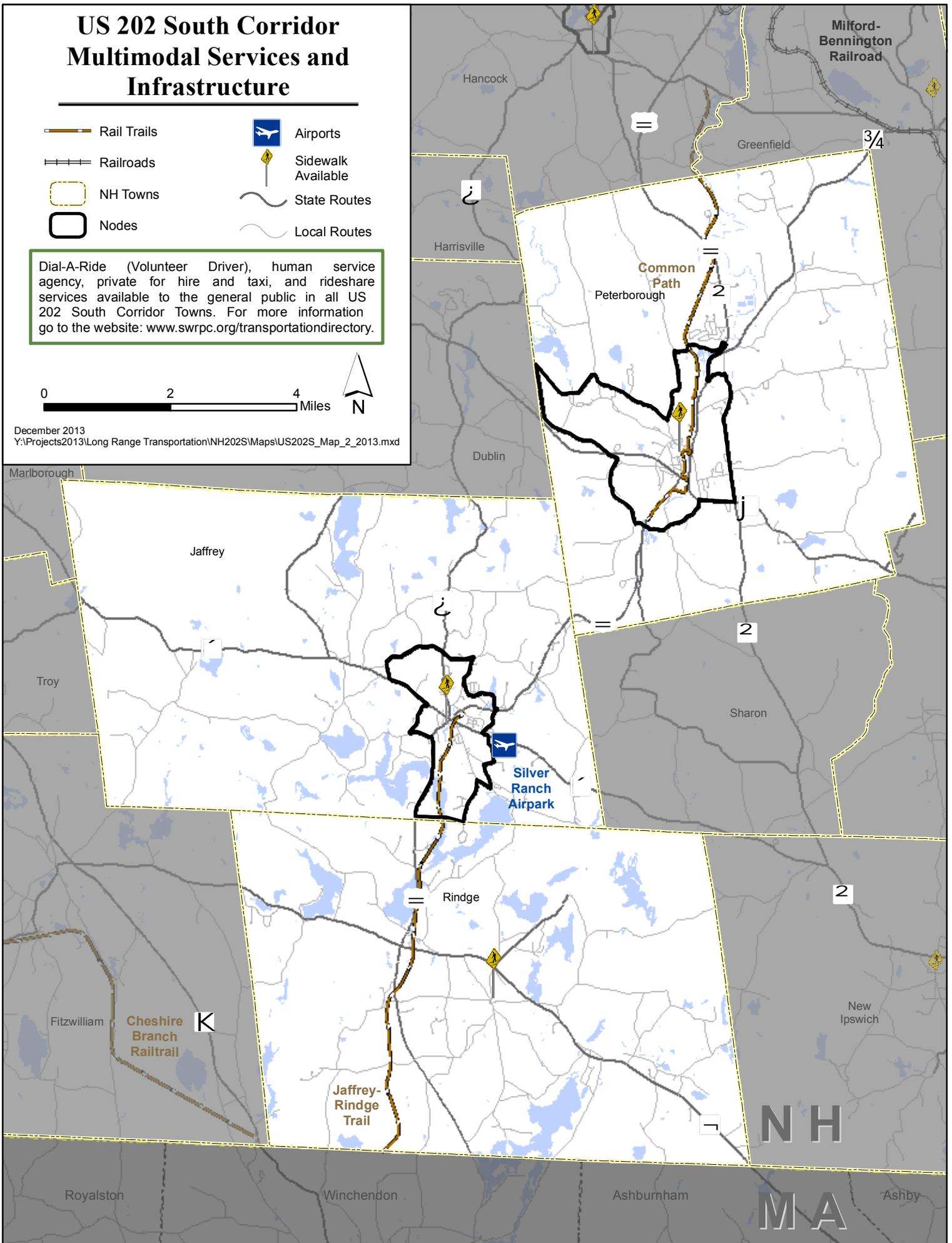
US 202 South Corridor Multimodal Services and Infrastructure

-  Rail Trails
-  Railroads
-  NH Towns
-  Nodes
-  Airports
-  Sidewalk Available
-  State Routes
-  Local Routes

Dial-A-Ride (Volunteer Driver), human service agency, private for hire and taxi, and rideshare services available to the general public in all US 202 South Corridor Towns. For more information go to the website: www.swrpc.org/transportationdirectory.



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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 Corridor S

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

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 Projections:

Communities	2010	2040	% Change in Population	Total Population Change
Jaffrey	5,457	5,420	-0.7%	-37
Peterborough	6,284	6,898	9.8%	614
Rindge	6,014	6,609	9.9%	595
US 202 South Corridor	17,755	18,927	6.6%	1,172
SWRPC Region	102,313	108,168	5.7%	5,855

Special Populations:

	All Corridor Communities	Proportion of Corridor Population	Communities with Above Average proportion of Special Populations
Youth (Age 15 and Under)¹	3,366	19%	Jaffrey (21%); Downtown Jaffrey (21%)
Young Adults (Age 16-34)¹	4,443	25%	Rindge (37%)
Middle Age (Age 35-64)¹	7,156	40%	Jaffrey (43%); Downtown Jaffrey (41%); Peterborough (42%);
Seniors (65 and older)¹	2,790	16%	Peterborough (22%); Downtown Peterborough (26%)
Racial Minorities	721	4%	No communities are above average
Low Income (Population at or under 150% of Poverty Level)²	2,587	15%	Downtown Jaffrey (17%); Downtown Peterborough (20%); Rindge (21%);
Single Parent Households³	1,262	29%	Jaffrey (35%); Jaffrey Village (47%); Peterborough (33%); Downtown Peterborough (40%)

Traffic Volume Changes 500 AADT or Greater:

Facility	Towns	Description	AADT	Date Range	AADT Change
US 202	Jaffrey	US 202/NH 124 (MAIN ST) EAST OF NH 137 OVER CONTOOCCOOK RIVER	13,000	2007-2010	-3,000
US 202	Peterborough	US 202/NH 101 (WILTON RD) OVER CONTOOCCOOK RIVER	15,000	2005-2011	1000

Proportion of Daily Traffic by Vehicle Class at NH 9 Location:

Peak Hour Ridesharing :

Location & NH Gasbuddy.com \$/gallon	Month/Year	Total Vehicles	Average Vehicle Occupancy	% People Ridesharing	% Vehicles with Ridesharers
DATA COMING SPRING 2014					

Corridor Communities Registered Vehicles:

Total Registered Vehicles	Ratio of Vehicles to Population	Motorcycles and Passenger Vehicles Excluding Electric or Hybrid	Passenger Vehicles Hybrid or Electric	Light Duty Trucks and SUVs	Buses and Single Unit Trucks	Heavy Duty Trucks
15,283	0.86	72.94%	0.16%	24.01%	2.46%	0.43%

**Cross-commuting
Patterns Among Corridor Communities**

Source: Longitudinal Housing – Employment Dynamics, Primary Jobs, 2011

		Destination		
		Jaffrey	Peterborough	Rindge
Origin	Jaffrey	605	352	91
	Peterborough	136	800	22
	Rindge	261	140	235

**Communities with
Over 50 employees
commuting to
US 202 South Communities
and Likely Using
US 202 South Corridor System**

Sources: Longitudinal Housing – Employment Dynamics, Primary Jobs, 2011 and Google Maps

Employee Origin	Number	Employee Destination
Jaffrey	352	Peterborough
Rindge	261	Jaffrey
Rindge	140	Peterborough
Peterborough	136	Jaffrey
Keene	122	Jaffrey
New Ipswich	101	Jaffrey
Jaffrey	91	Rindge
Winchendon, MA	90	Jaffrey
Swansey	60	Jaffrey
Fitzwilliam	50	Jaffrey

**Jobs, Employers, and
Unemployment Rates**

Sources: ¹Longitudinal Housing -Employment Dynamics, Primary Jobs, 2011; ²NH Department of Employment Security, 2012; ³NH Department of Employment Security, August 2013.

Community	Total Jobs	Total Institutions	Unemployment Rate
Peterborough	4,368	305	4.2%
Jaffrey	2,624	156	4.7%
Rindge	1,273	114	5.4%

**Known Large
Employers
(50+)**

Name	Town	Product/Service	Employees
Millipore Corporation	Jaffrey	Industrial filters	700
NH Ball Bearings	Peterborough	Precision bearings	550
TFX Medical	Jaffrey	Medical tubing	303
Franklin Pierce University	Rindge	Education	300
Market Basket	Rindge	Supermarket	274
Jaffrey-Rindge School District	Jaffrey	Education	264
Wal-mart	Rindge	Retail Store	200
Staff Development for Educators	Peterborough	Education seminars	170
Rivermead	Peterborough	Retirement community	160
Hannaford Brothers	Rindge	Supermarket	114
Good Sheperd Nursing Home	Jaffrey	Nursing Home	69
Belletete's	Jaffrey	Harware Store	55
DD Bean & Sons	Jaffrey	Paperbook matches	51

Housing Growth and Housing and Transportation Expenses (Green Above Average and Red Below Average):

Community	Housing Permits (2000-2010)	Owner/ Renter Household Ratio	Median Expenses (Owners w/ a Mortgage)	Median Expenses (Owners w/o a Mortgage)	Median Gross Rent (2011)	Median Budget Needed for Transportation
Community Average	298	2.90	\$1,814	\$771	\$936	\$1,448
Jaffrey	204	1.96	\$1,764	\$833	\$774	\$1,361
Peterborough	260	1.79	\$1,876	\$853	\$929	\$1,529
Rindge	430	4.96	\$1,803	\$628	\$1,105	\$1,455
Downtown Jaffrey	N/A	1.11	\$1,741	\$699	\$708	\$1,322
Downtown Peterborough	N/A	1.07	\$1,641	\$835	\$942	\$1,399

Housing to Jobs Ratio:

Number of Community Housing Units for Every Community Job				
20+	10 to 19	5 to 9	1 to 4	Less than 1
			Rindge (2)	Jaffrey
				Peterborough

Mileage by Level of Access Management Control on NH 9 West:

Community	Limited Access	Controlled Access	Regular Access
Jaffrey	0.0	2.0	2.6
Peterborough	0.0	2.4	1.0
Rindge	0.0	4.4	1.3
Totals	0.0	8.8	4.9

Performance Measure Category	Measure	Units	NH 12 South Only	NH 12 South Corridor System
Improve Asset Conditions	State Highway Pavement in Good or Fair Condition	miles: total miles	12.5 : 13.7	25.4 : 50.8
	Red Listed Bridges	Red list bridge number: total bridges	0 : 6	0 : 9
	Rail lines capable of speeds of 40 mph	miles: total miles	N/A	N/A
	Airport Runway Surface conditions	average condition	N/A	
	Remaining useful life of transit buses	% of vehicle life remaining	N/A	
Improve Mobility	Average level of service on selected highway segments	level of service	RESEARCHING	
Improve Safety	Injuries Per Mile	Ratio	2.38	1.06
	Average Number of Injuries (2008-2010)	number	32.67	53.67
	Fatalities Per Mile	Ratio	0.02	0.02
	Average Number of Fatalities (2008-2010)	number	0.33	1
Improve Multimodal Accessibility*	Intermodal Facility	number	0	1
	Sidewalks	miles		
	Bikeways	miles		
	# of park and ride lot spaces	number	0	0
	Public transportation routes	miles		
	Intercity bus routes	miles		