

AIR LINE STATE PARK  
TRAIL REGION MASTER PLAN

# Appendix D

## University of Connecticut Trail User Count – Survey Study





**Connecticut Trail Census**  
Statewide multi-use trail user study

# Air Line Trail State Park Master Plan Count and Survey Analysis Report

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## Executive Summary

This report provides a summary of infrared count data and intercept survey data collected from Air Line State Park multi-use trail users at sites participating in the 2021 [Connecticut Trail Census](#). These data were collected through long term and short-term infrared trail counters and 146 survey responses to a digital survey deployed through posters and lawn signs from January 1, 2021 to December 31, 2021. The objectives of this study were to evaluate the trail use on the Air Line State Park Trail, provide an understanding of the trail users surveyed, and provide insight about how the trail is being used.

Key Findings include:

- **Total. Uses.** Estimated 2021 annual trail uses at the Air Line State Park Trail counter locations were **approximately 805,000 uses**. The figure was determined from three long-term trail counter data collection points and short-term count data collection across multiple locations along the Air Line State Park Trail. A “use” indicates a user passing the counter and does NOT directly represent number of users/trail visitors.
- **Days and Months.** The majority of trail users at permanent trail counter locations on the Air Line State Park Trail are actively using the trail between 9am and 6pm. Weekend days have the highest level of use and trail use increases between April and October each year with peak use in May. The lowest level of use occurs in February.
- **Demographics.** Most survey respondents were white, over fifty years old, female, and with incomes over \$100,000 when compared to other race/ethnicities, ages, genders, and income levels. These data are based on responses from 146 Air Line State Park trail users and may indicate the need to work toward providing trail access to a larger diversity of trail users.
- **Distance to Home.** The majority of trail users drove to the trail and half of survey respondents reported living within 5 miles of the trail entrance.
- **Parking.** Based upon count data estimates combined with survey data responses, the most utilized parking and trail entrance locations on the Air Line State Park Trail were Smith Street in East Hampton, Route 194 in Colchester, and Route 85 in Hebron.
- **Walk vs Bike.** Nearly half of trail users responding to the survey indicated that they walked on the trail (44.6%), while close to one quarter (26.3%) indicated that they used bikes. Cyclists use the trail for longer periods of time (average of 124 minutes per visit) with an average of 19 miles travelled, while pedestrian walkers and runners spend between 60-80 minutes and travel an average of 4-7 miles per visit.
- **Seasons.** Count data and survey responses show that the Air Line State Park Trail is utilized in all seasons, with 43% of respondents using the trail one or more times per week. Those living closer to trailheads used the trail more frequently.
- **Business Visits.** 78% of survey respondents indicated they did NOT patronize a business when visiting the trail. Those businesses identified were mostly in the East Hampton and Colchester area. Users indicated a desire to patronize businesses like ice cream shops, coffee shops, breweries and places to buy food. These findings support developing better connections to local business centers and opportunities to expand the economic benefits of the Air Line State Park Trail.
- **Requested Amenities.** Restrooms, mileage markers, and signage were the most requested amenities.

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## Background

This report provides a summary of the final adjusted infrared (IR) counter data and intercept QR-based survey data collected from trail users on the Air Line State Park Trail (ALSPT), following methodologies developed by the [Connecticut Trail Census](#) program.

The Connecticut Trail Census is a statewide data collection program intended to inform a better understanding of multi-use trail use in Connecticut and to make the information available to all including trail user groups, administrators, government agencies, and the public. The Census includes infrared user counts on 21 multi-use trail sites throughout the state (Figure 1) and a trail user intercept survey. The goals of the Connecticut Trail Census are to:

- understand when, who, how, and why people use Connecticut's multi-use trails;
- educate stakeholders about trail use patterns, trends, and user demographics;
- promote active citizen participation in monitoring and communicating the value of trails; and
- encourage sound trail building and maintenance programs based on data.

The Connecticut Trail Census project utilized trail count and survey data collection methods to evaluate the ALSPT with the goals of estimating current annual use on the trail and gathering survey information on ALSPT users.

## Methods

### Count Data Collection Methods

A user count study was conducted with the goal of providing a metric to estimate annual use at counter locations along the Air Line State Park Trail (ALSPT). TrafX brand passive infrared (IR) pedestrian counters were used to document trail use at different locations along the trail. The TrafX counters, installed near trail heads, count trail users as they pass by registering the change in temperature between a warm body moving past and the ambient air temperature. The counters operate continuously, recording counts in hourly “bins”, and data is downloaded by CT Trail Census Staff. There are three long term count stations located on the ALSPT:

- in East Hampton east of Smith Street (cranberry bog), installed November 2016,
- in Thompson since November 2016 (moved to current location east of East Thompson Road in April 2019), and
- in Portland north of Breezy Corners Road, installed July 2019.

These counters have been operating continuously since installation and have been part of the CT Trail Census program’s regular data collection program.

While the TrafX counters do a good job registering trail users who pass by count stations, they are not perfect. People walking side by side or in a group are typically only counted once. High speed users can be missed and when the ambient air temperature approaches body temperature, the counters can have difficulty differentiating between the two. These issues typically cause an undercount of trail users that needs to be addressed to reflect actual trail use. The CT Trail Census program applies correction factors that are determined by comparing hour-long manual counts conducted by staff or volunteers to counts recorded by the IR counters for the same period. For this project, a correction factor was calculated from all manual counts conducted on the ALSPT and similar unpaved multi-use trails including the Hop River Trail in Bolton and Vernon and the Larkin State Bridle Trail in Oxford. One hundred and fifty-one hours of manual counts taken at these count stations since 2017 were totaled and compared to corresponding counter totals to calculate a correction factor of 1.689. The correction factor was applied to all raw counts in this study in the TrafX DataNet data management system.

To provide a more complete picture of use across the ALSPT, three counters were deployed at 12 short-term count locations for at least 2 weeks over the summer and fall of 2021. Locations were near trailheads, spread evenly along the trail (approximately every 3 miles), in as many towns as possible. The time periods were July 13-29, July 29-August 18, August 18-September 13, and September 13-October 4. In addition, a count station was established near the mid-point of the trail near Bridge Street in Willimantic on July 18, 2021 and remained in place for the duration of the study.

The correction factor was applied to daily counts from the long and short-term trail counters. Short-term count station data were extrapolated to estimate full year counts at each location

using baseline data collected at the permanent count station in East Hampton. Extrapolation factors were derived for each location by dividing the total counts collected during each short-term count by the count collected at East Hampton during the same period. Daily counts from East Hampton were then multiplied by the extrapolation factor for each location to estimate daily use across all locations for the remainder of the year.

It is important to understand that the count data presented in this report does not represent an estimate of total use on the entire ALSPT. It is a count and estimate of the number of people passing 16 discrete count station locations approximately 3 miles apart. Visitors who do not pass a count station would not be counted. Trail users who traveled out and back and pass a counter twice are counted twice. Longer distance users likely pass more than one counter. For locations with primarily out and back traffic, trail visits can be estimated at 1/2 of the count total at that location as a conservative approach.

Air Line Trail Counter Location	1/1/21	7/18/21-7/28/21	7/30/21-8/17/21	8/19/21-9/12/21	9/14/21-10/3/21	12/31/21
Portland, Breezy Corners Rd						
East Hampton, Smith St						
Colchester, Bull Hill						
Hebron, Old Hartford Rd						
Hebron, Church St						
Lebanon, Chesbro Bridge Rd						
Lebanon, Cook Hill Rd						
Willimantic, Bridge St						
Windham, N Windham Rd						
Chaplin, Chewink Rd						
Hampton, Goodwin State Forest						
Hampton, Kenyon Rd						
Pomfret, Mashamoquet Rd						
Pomfret, Needles Eye Rd						
Thompson, RT 12						
Thompson, E. Thompson Rd						

Table 1. ALSPT trail count data collection duration by sampling location, from east to west. Permanent counters are dark green, temporary counter locations are light green. The Willimantic counter was added for the project.





Figure 1: Locations along the Air Line State Park Trail where infrared trail counters were installed and survey posters with link were displayed. Dark orange indicates long-term permanent CT Trail Census count and survey locations and light orange indicates short-term count and survey locations established for this study.

### Survey Data Collection Methods

The survey and methods were developed for the statewide CT Trail Census Project in accordance with best practices in survey design methods with guidance from a survey advisory team consisting of trail administrators from around the state, the Connecticut Trail Census Advisory Committee, partners from Councils of Government and CT DEEP, and the Connecticut Trail Census team. Survey questions were based on similar surveys around the country and the National Bicycle and Pedestrian Data Collection Project. The survey included questions about how and why respondents use the trails, spending, health, and demographic information and takes about five minutes to complete. Some survey questions and procedures have been modified to decrease errors from year to year. These have been noted, where applicable, in the charts and narrative below. The complete survey is included in Appendix A.

Data were collected via an online survey in Qualtrics software accessed via a QR code (Figure 2) posted on lawn signs and posters (Figure 3) in the vicinity of trailheads at all sites (Table 2). The survey location was not exactly the same as counter locations in order to avoid any interference with accurate infrared counting. Data were collected from January 2021 through December 2021. The Air Line State Park Trail was included as selectable from the drop-down menu in the overall CT Trail Census survey. To meet the goals of the Airline State Park Trail Master Plan development, respondents who chose the Airline State Park Trail were asked to choose from an additional 38 specific parking locations.

# Connecticut Trail Census

## Statewide multi-use trail user study



**This is a survey about trail use, conducted by the Connecticut Trail Census. It will take about 5 minutes.**

All data and information collected will be aggregated, kept confidential, and your responses will not be individually identifiable. At the end of the survey you will have the opportunity to provide your email, if you so choose, to receive additional information about the study and information about participating in ongoing research. Your contact information will not be sold or disseminated to any other parties for any other purpose. The aggregated data set and data report will be made publicly available for researchers and the general public at <http://cttrailcensus.uconn.edu>. You do not have to participate if you do not want to. If you agree to complete this survey, but later change your mind, you may stop at any time. There are no penalties or consequences of any kind if you decide that you do not want to participate. This project has been approved under UConn IRB Exempt Study Number X16-181. [Click to view the participant information sheet.](#)

For more information contact the Principal Investigator: Laura Brown, University of Connecticut Department of Extension, 203-407-3157, [laurabrown@uconn.edu](mailto:laurabrown@uconn.edu)

Yes, I would like to participate in the survey.

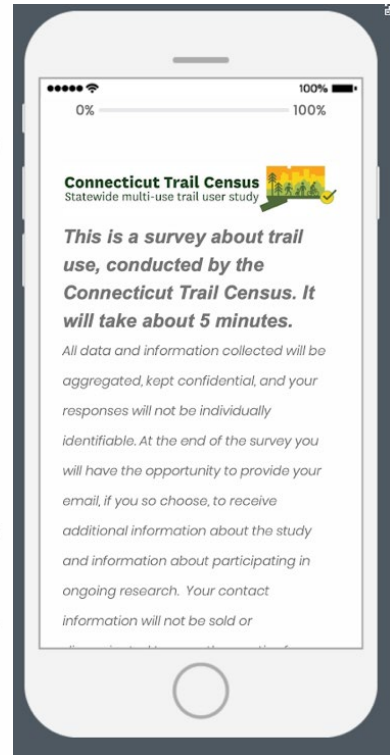


Figure 2. Online format of QR based survey (and mobile example).



Figure 3. Example survey signage at trail heads for 2020-2021 QR based data collection.

<b>Air Line State Park Trail Parking Area</b>	<b>Surveys</b>	<b>Percentage of Survey</b>
Colchester, Route 149	27	18%
East Hampton, Smith St	18	12%
Hebron, Route 85	17	12%
Other. Please specify.	15	10%
Thompson, Thompson Rd	11	8%
East Hampton, CT 196	11	8%
Colchester, Salmon River State Forest	8	5%
Willimantic, Bridge St	8	5%
Colchester, Bull Hill Rd	6	4%
Hebron, Old Colchester Rd	4	3%
Hebron, Old Hartford Rd	2	1%
Hampton, Potter Rd	3	2%
Hebron, Grayville Rd	3	2%
Hebron, Rt. 2 Commuter Lot	2	1%
Lebanon, Cook Hill Rd	1	1%
Hampton, Goodwin Conservation Center	2	1%
I don't know.	2	1%
East Hampton, Lowell Davis Rd	2	1%
Pomfret, Railroad St	2	1%
Hampton, Estabrooks Rd	1	1%
Hebron, Route 207	1	1%
<b>Total</b>	<b>146</b>	

Table 2. Number and percentage of surveys/respondents along the ALSPT by parking location.

The University of Connecticut Institutional Review Board (IRB) reviewed the project and determined it to be exempt by Exemption #X15-174. However, under IRB guidelines, data received from minors under the age of 18 were removed prior to analysis. Survey responses that were incomplete or indicated non-consent were destroyed leaving a total of 146 surveys collected for the Air Line State Park Trail evaluated within this report.

Additional information about how errors were handled for each question is available on request. For more information about the survey results or the Connecticut Trail Census, visit <https://ctrailcensus.uconn.edu>.

The trail survey locations and the sample of users who completed the surveys are not random and therefore may not accurately represent the general trail user population, either for the individual trails or for trail users statewide. We report these results to provide a general picture of those users who did complete the survey. They are sufficient to inform local programming and policy decisions and to identify needs for further investigation. A full report of prescribed data collection methods along with additional discussion about methods and estimated margins of error used to inform surveying recommendations can be found at <https://ctrailcensus.uconn.edu>.

## Results

### Count Data Analysis & Results

Trail use counts have been collected 24 hours per day at three permanent counters along the trail in East Hampton, Thompson, and Portland. Count data has been collected in East Hampton and Thompson since November 2016 and in Portland since July 2019. The long-term data collected at these permanent count locations between January 1, 2017 and December 31, 2021 were used to calculate hourly, daily, weekly, monthly and annual trail uses to demonstrate use patterns on the Air Line State Park Trail. A correction factor of 1.689 has been applied as discussed in the methods section.

### Long-term Counter Trail Use Patterns

#### Hourly Use Patterns

Most trail users at permanent trail counter locations actively use the trail between 9am and 6pm. Peak use hours were between 2pm and 5pm in East Hampton (avg. 30 uses), 11am-12pm and 4pm-5pm in Portland (avg. 10.6 uses), and 1pm-2pm in Thompson (avg. 5.8 uses) (Figure 4).

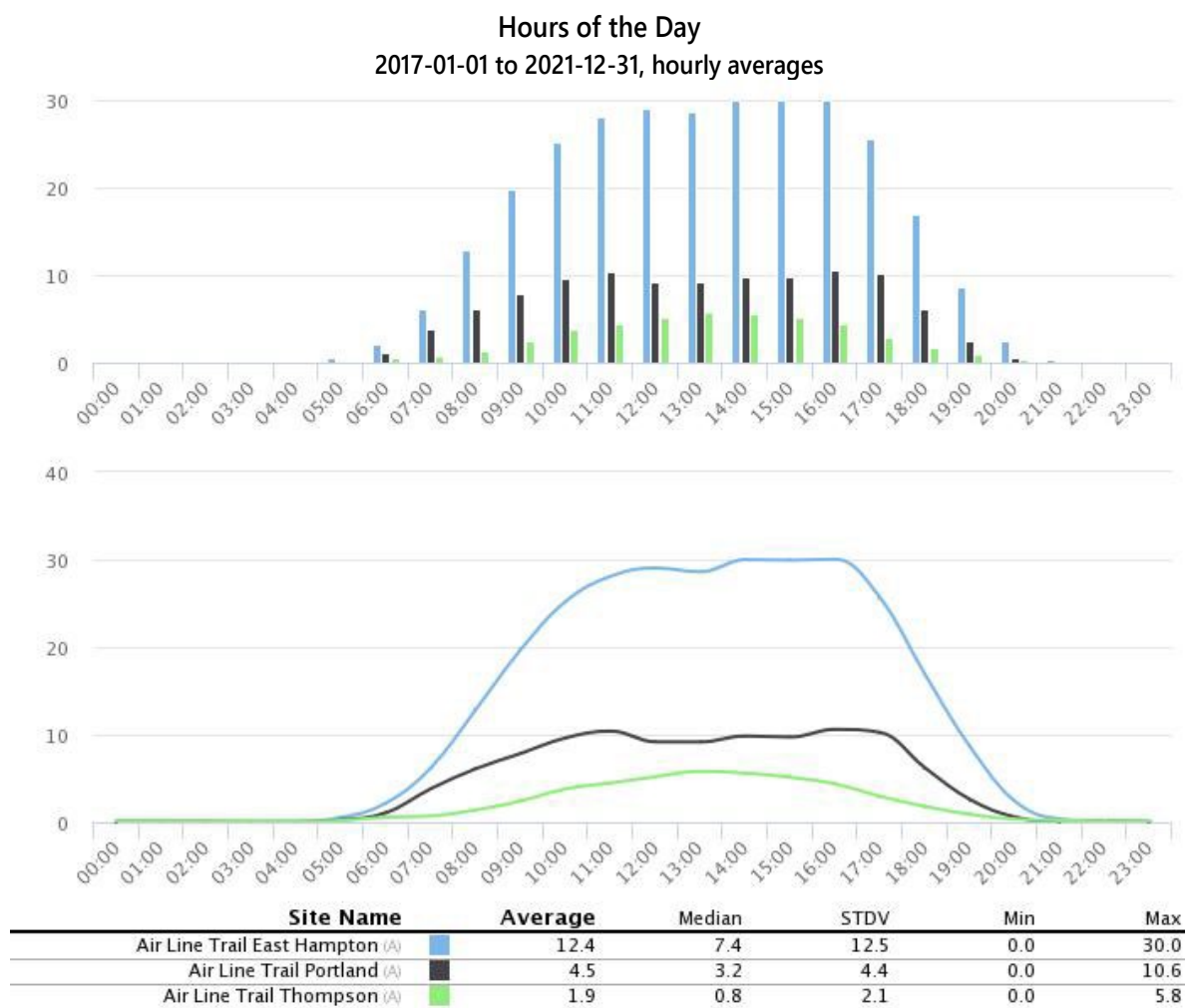


Figure 4. Hours of the day recorded by permanent counters in East Hampton, Portland, and Thompson, CT.

### Day of Week Use Patterns

Weekend days have the highest use with over 22% of weekly use on Sundays and over 20% of weekly use on Saturdays. Weekdays see a relatively even distribution of 10-11% use each day (Figure 5).

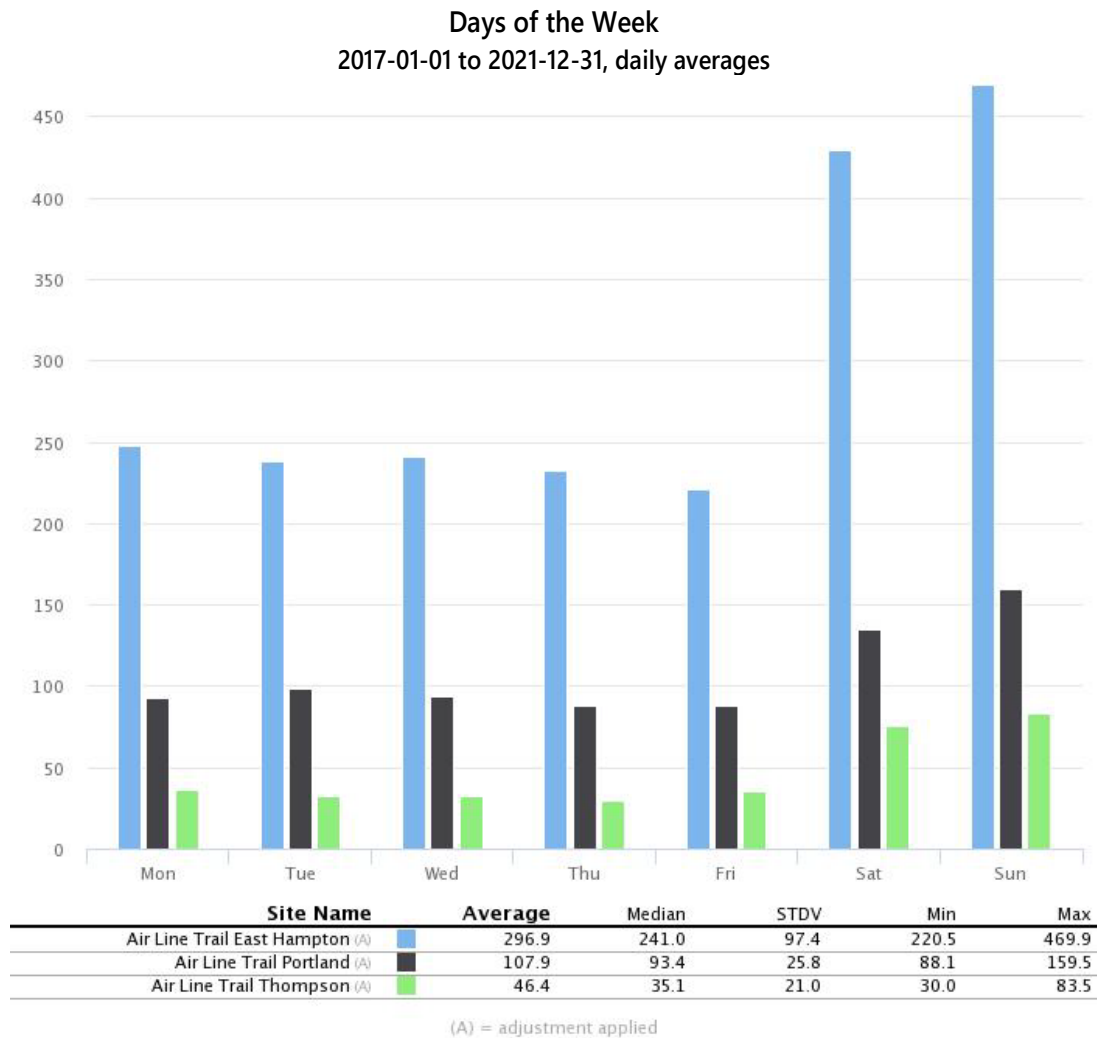


Figure 5. Average trail use by day of week at permanent counters in East Hampton, Portland and Thompson, CT.

### Month of the Year Use Pattern

The ALSPT is used year-round with use increasing on all trails between April and October (Figure 6). May has the highest average of use for both Portland (5,707) and Thompson (2,170). June has the highest average use (12,838) for East Hampton, closely followed by September (12,707) and May (12,642). February has the lowest average use for all permanent trail counter locations.

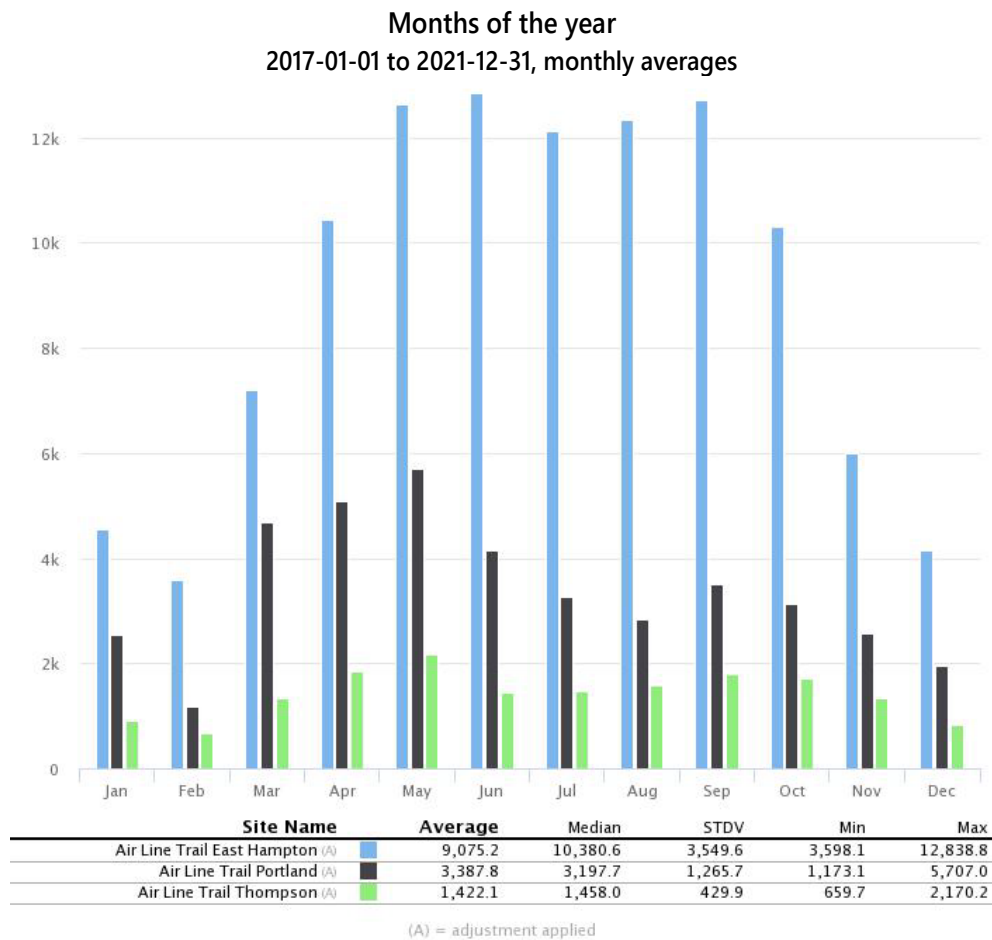


Figure 6. Average trail use across months of the year at permanent counters in East Hampton, Portland and Thompson, CT.

### Impact of Weather on Trail Use

As demonstrated through five years of annual analysis through the Connecticut Trail Census, weather has a major influence on trail use. On days with mild to warm temperatures and clear conditions, trails see higher user volumes overall. Although the majority of trail use occurs in the summer/spring and fall, roughly 10% of use occurs in winter. Rain decreases the level of trail use, but less so on rainy days with moderate temperatures. Accumulating snow fall with cold temperatures decrease use. The CT Trail Census Annual Count Data Reports and [Interactive Data Portal](#) provide additional data and information.

### 2021 Estimated Annual Trail Uses Along the Air Line State Park Trail

Short term counts were extrapolated using the methods discussed above, and those estimates were combined with daily counts from the three long term count stations (see the daily count sheet in Appendix C and the estimated monthly and annual counts in Table 4). An estimated 805,000 trail uses would have been recorded in 2021 at the 16 counter locations along the ALSPT had they been recording all year. Table 4 and Figure 7 show relative trail use at different count locations. The highest estimated counts were Old Hartford Road in Hebron (130,837), Smith Street, East Hampton (124,528), Church Street in Hebron (102,311), and Bull Hill in

Colchester (88,860). The lowest estimated counts were at Needles Eye Road in Pomfret (4,287), Route 12 in Thompson (14,866), and Goodwin State Forest in Hampton (16,268).

	Portland, Breezy Corners Rd	East Hampton, Smith St	Colchester, Bull Hill	Hebron, Old Hartford Rd	Hebron, Church St	Lebanon, Chesbro Bridge Rd	Lebanon, Cook Hill Rd	Willimantic, Bridge St	Windham, N Windham Rd	Chaplin, Chewink Rd	Hampton, Goodwin State Forest	Hampton, Kenyon Rd	Pomfret, Mashamoquet Rd	Pomfret, Needles Eye Rd	Thompson, Route 12	Thompson, E. Thompson Rd	Estimated monthly TOTAL
January	3,430	7,524	5,364	7,899	6,176	3,499	3,285	1,623	1,311	1,203	976	1,986	2,739	254	896	2,644	50,809
February	832	3,724	2,649	3,902	3,051	1,726	1,621	799	642	587	478	975	1,348	121	435	1,369	24,259
March	4,119	12,818	9,148	13,469	10,535	5,969	5,613	2,780	2,242	2,061	1,676	3,391	4,677	445	1,535	2,704	83,182
April	3,945	12,032	8,586	12,645	9,886	5,601	5,269	2,609	2,104	1,937	1,574	3,184	4,390	420	1,440	3,263	78,885
May	3,588	13,136	9,376	13,806	10,797	6,117	5,751	2,844	2,299	2,108	1,719	3,479	4,791	458	1,576	3,135	84,980
June	2,682	12,049	8,601	12,660	9,901	5,612	5,275	2,614	2,107	1,936	1,575	3,189	4,393	420	1,444	2,059	76,517
July	3,175	12,471	8,908	13,114	10,256	5,700	5,371	3,591	2,140	2,002	1,632	3,301	4,547	434	1,497	2,548	80,687
August	2,129	10,487	7,484	11,019	8,615	5,004	4,687	4,528	1,887	1,854	1,537	2,832	3,824	360	1,253	2,402	69,902
September	3,188	12,663	9,040	13,306	10,406	5,899	5,542	3,184	2,214	1,876	1,502	3,306	4,521	428	1,487	2,408	80,970
October	3,152	13,855	9,890	14,562	11,386	6,457	6,067	964	2,424	2,226	1,811	3,671	4,970	482	1,621	2,503	86,041
November	2,639	7,820	5,575	8,211	6,421	3,636	3,417	932	1,364	1,253	1,018	2,066	2,846	267	993	1,871	50,329
December	2,358	5,949	4,239	6,244	4,881	2,763	2,595	584	1,033	947	770	1,566	2,162	198	689	1,182	38,160
Annual TOTAL	35,237	124,528	88,860	130,837	102,311	57,983	54,493	27,052	21,767	19,990	16,268	32,946	45,208	4,287	14,866	28,088	804,721

Table 4. Air Line State Park Trail 2021 monthly and annual counts and estimated monthly counts at each counter location.

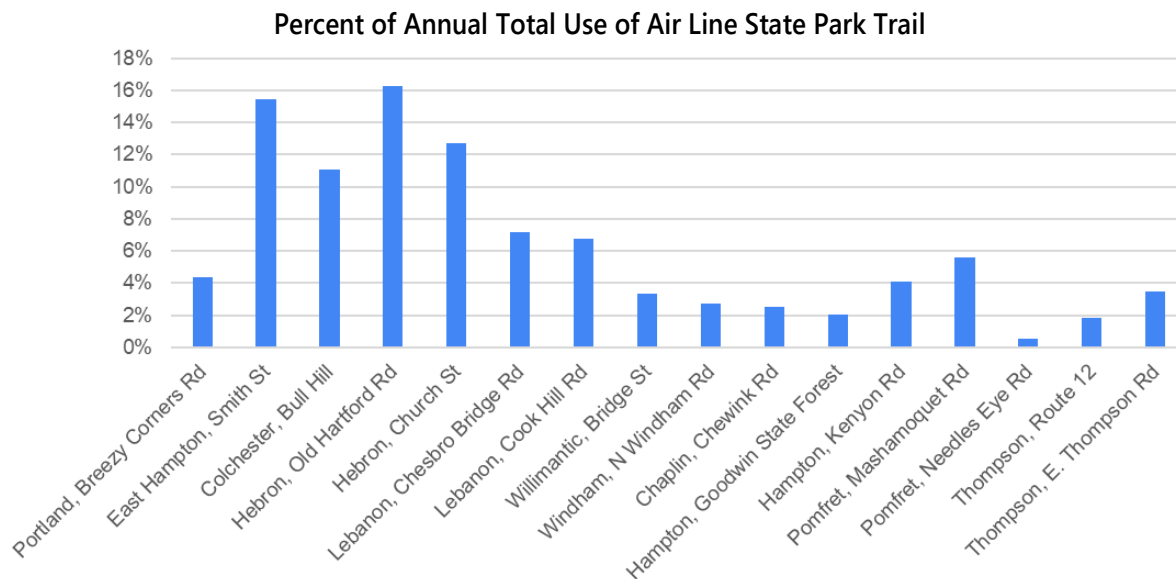


Figure 7. Air Line State Park Trail 2021 annual count data (permanent counters) and estimated annual count totals (temporary counters) at each counter location.

## Survey Analysis & Results

A total of 146 surveys were collected for the Air Line State Park Trail. The following sections provide analysis and findings of the survey.

## Trail User Demographics: Gender, Income, and Race

### More trail users surveyed are female than male.

52.7% of respondents identified as female while 40.4% identified as male, 1.4% preferred to self-describe and 6.2% did not answer (Figure 8). The population of the state of Connecticut is 51.2% female and 48.8%.

How do you describe your gender identity? (n=146)

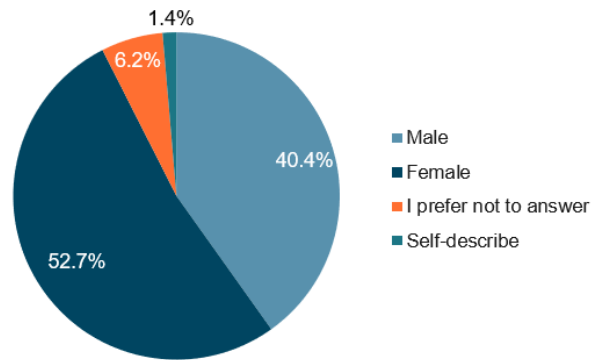


Figure 8. Gender distribution of respondents of the 2021 Air Line State Park Trail survey.

### Trail users surveyed are older than the general population of Connecticut.

Sixty-two percent of users were over age 45 (Figure 9). According to the US Census only 44.7% of the general population of Connecticut is over age 45.<sup>1</sup> In 2021 users under the age of 34 represent 19% of those surveyed.

Age Range of Air Line State Park Trail Survey Respondents (n=146)

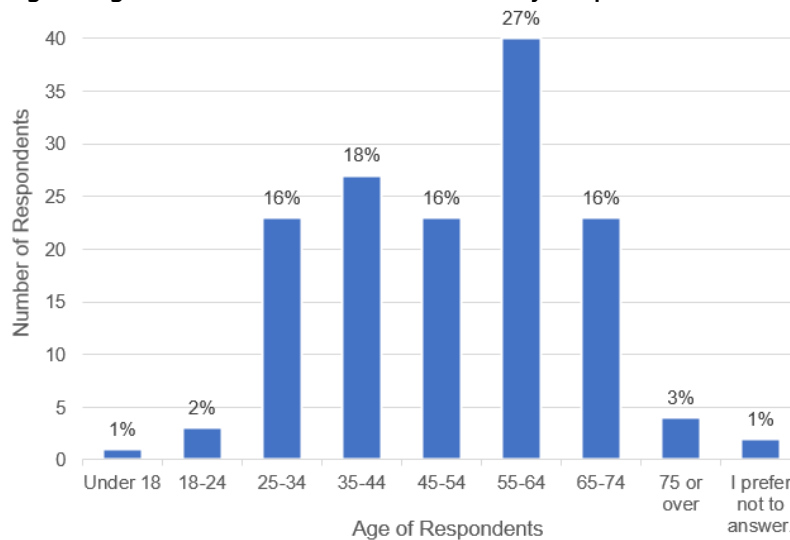


Figure 9. Age distribution of survey respondents.

<sup>1</sup> US Census Bureau (2017). *American Community Survey 5-Year Estimates*. Retrieved from <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>



### Most respondents have household incomes over \$100,000.

As shown in Figure 10, 45.9% of all respondents reported household incomes of \$100,000 or more. 10.3% of respondents reported household incomes of less than \$50,000.

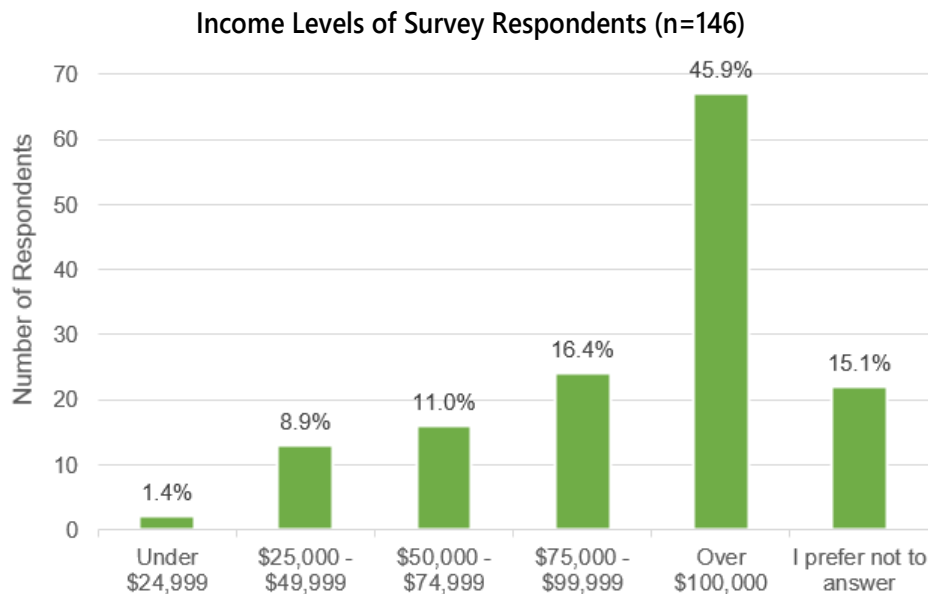


Figure 10: Income range of survey respondents.

### Respondents overwhelmingly identified as white.

In the 2021 ALSPT Survey, 86.3% of respondents identified as white which is consistent with results of the CT Trail Census Surveys from 2017-2021 (84.3% in 2020, 87.0% in 2019, 90.5% in 2018, and 86.6% in 2017). 1.4% of respondents identified as Black or African American, 3.4% as Spanish, Hispanic or Latino, 1.4% as Asian, and 3.4% as Other. For comparison, according to the US Census<sup>2</sup>, the Connecticut population is 79.9% White, 12.2% Black, 16.9% Hispanic or Latino, 5.0% Asian, 0.6% Native American and 0.1% Pacific Islander (Figure 11).

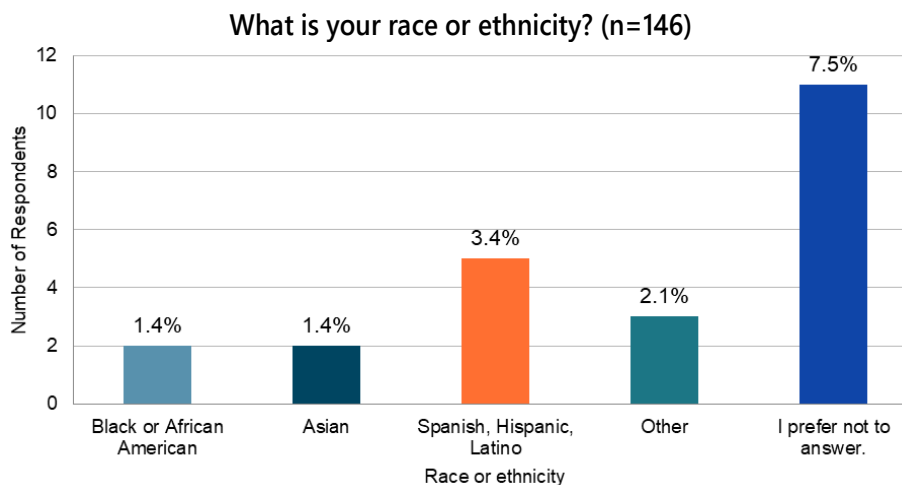


Figure 11. Race or Ethnicity of survey respondents not including white respondents.

<sup>2</sup> State of Connecticut QuickFacts. Retrieved from <https://www.census.gov/quickfacts/CT>

## Trail User Zip Codes

Respondents represented 57 unique zip codes and 7 states (Figure 12). Responses from zip codes in Colorado, New York, and Pennsylvania are not displayed.

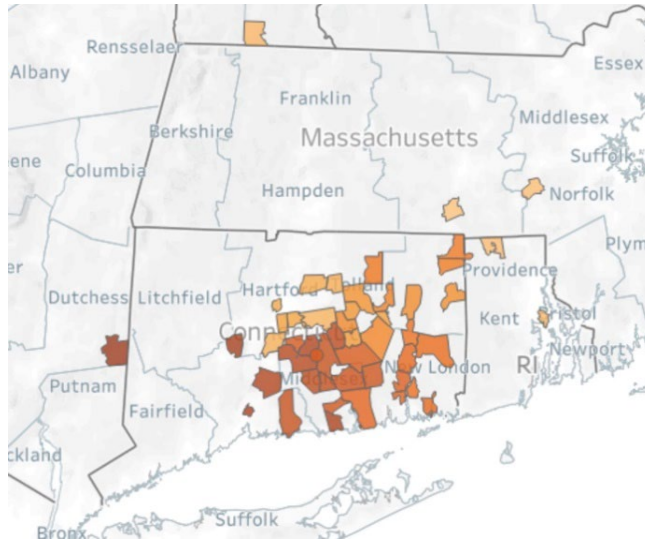


Figure 12: Map of home zip codes reported by users on the Air Line Trail State Park Trail survey.

## Mode of Transportation and Distance Travelled from Residence

### An overwhelming majority of users drive to trails.

52.7% of ALSPT survey respondents drove a car or motorcycle alone to the trail and 32.2% drove a car or motorcycle with someone else (Figure 13). Fewer people biked (3.9%) or walked (2.1%) to the trail, and 0.7% ran or jogged. No respondents reported using public transportation.

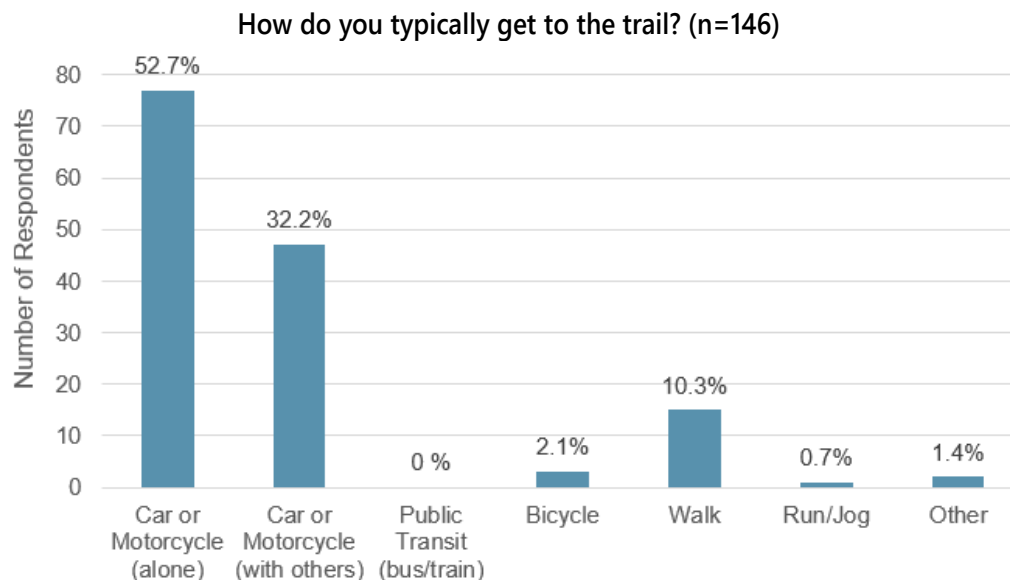


Figure 13: Mode of transportation to the trail.

### Trail user survey respondents reported a wide range of distance travelled to the trail.

Survey respondents reported a wide range of distance travelled to reach the trail. Only 15.7% of respondents report living less than 1 mile from the trail (Figure 14). The highest percentage of

trail users travelled 1-3 miles (21.2%) with 14.4% percent of respondents travelled 4-5 miles, 19.9% travelled 6-10 miles, 12.3% travelled 10-20 miles, and 15.8% travelled more than 20 miles. These results indicate many trail users are willing to travel to use the ALSPT.

**What is the distance from your residence to the point where you entered the trail? (n=146)**

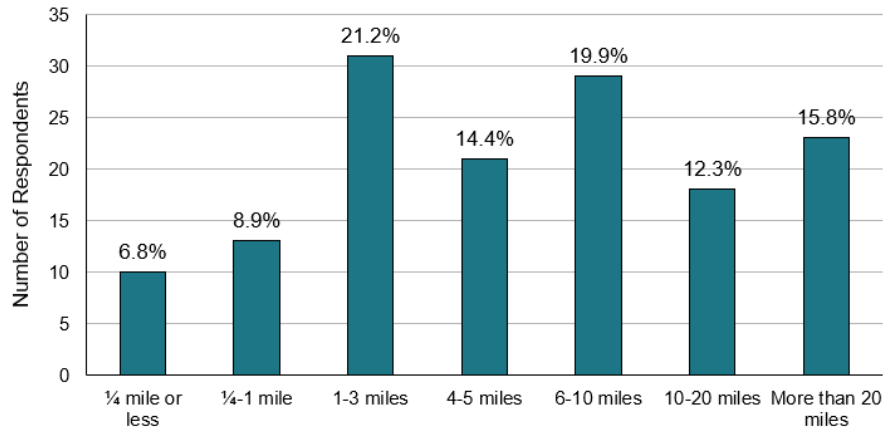


Figure 14. Reported distance travelled from residence to the Air Line State Park Trail.

Distance travelled was evaluated for each parking location (Figure 15). Locations with the highest number of survey responses attract trail users from a wide range of distances, including those travelling more than 10 miles (Figure 15, light blue and green). When comparing trail count use levels with survey responses, CT 196 and Smith Street in East Hampton, Route 149 in Colchester, and Route 85 in Hebron all show high-capacity level of use and capacity for economic development.

**Distance Travelled on Air Line State Park Trail by Parking Location (n=146)**

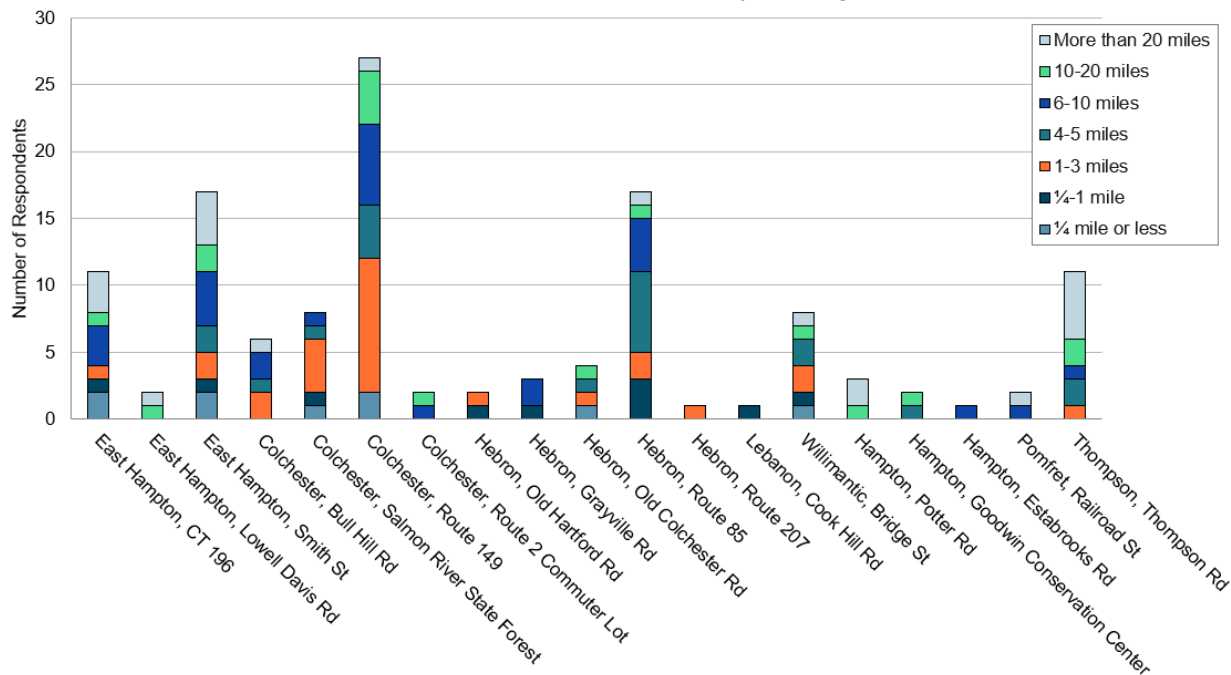


Figure 15. Distance travelled by parking location.

## Mode of Use & Purpose

### The overwhelming majority of users surveyed primarily walk on the trail.

81% of respondents primarily walk on the trail. Bicycling was next with 44.5%, followed by running/jogging (26.3%), other uses (2.5%), and no survey respondents reported using the trail with a wheelchair or mobility aid (Figure 16).

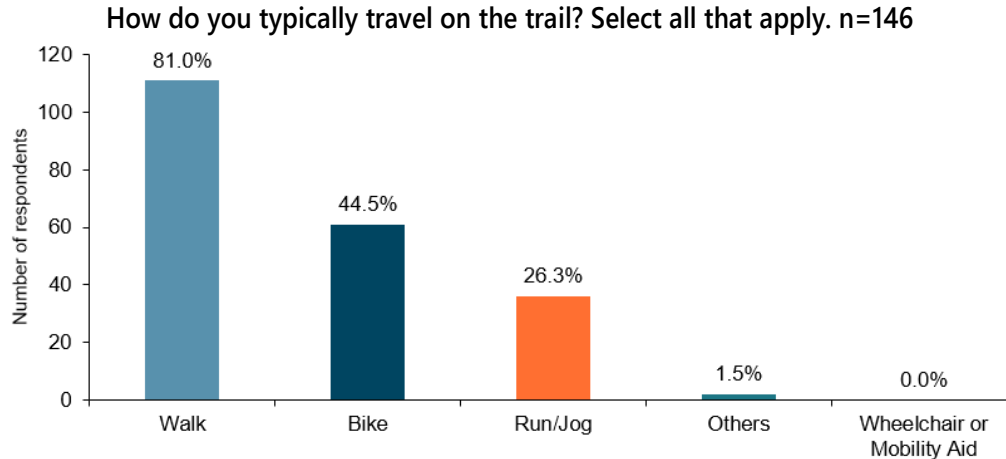


Figure 16. Mode of travel on the trail.

### Respondents use the trails primarily for exercise, relaxation, and recreation.

Most users (86.3%) indicated using the ALSPT for the purpose of exercise, 63.7% for relaxation, and 52.7% for recreation (Figure 17). Dog walking (35.6%) and family time (31.5%) were also popular.

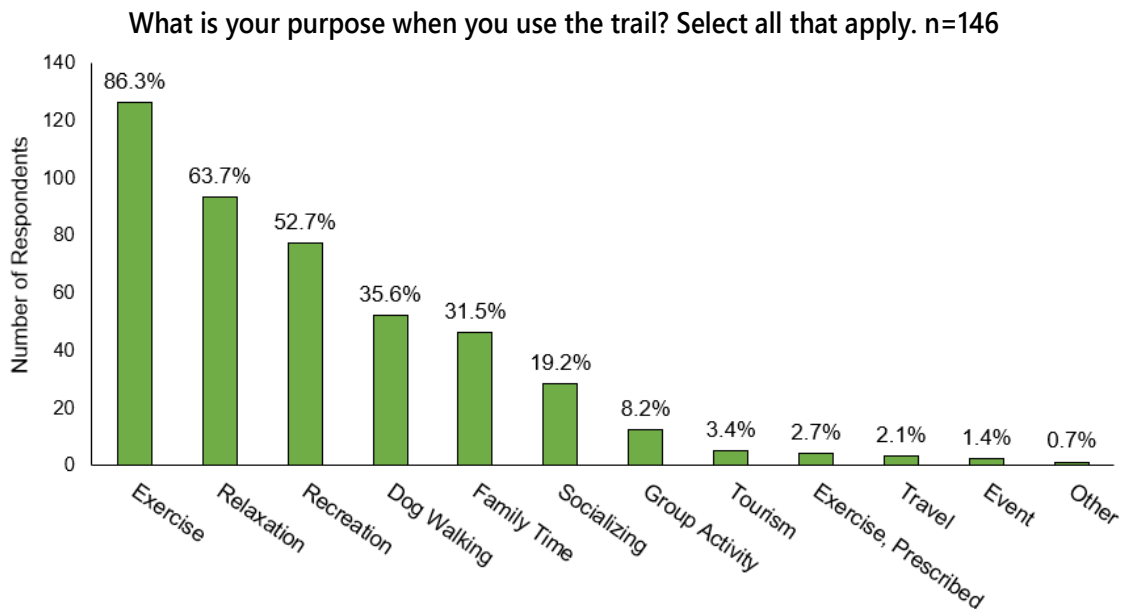


Figure 17. Purpose for using trail.

## Health

The 2021 ALSPT survey included the question: *Are you exercising more, less, or about the same since you began using the trail?* 45.2% indicated they are exercising about the same, 35.6% of respondents reported exercising more since they began using the trail, and 2.1% are exercising less (Figure 18). 3.4% were not sure.

Are you exercising more, less, or about the same since you began using the trail? n=146

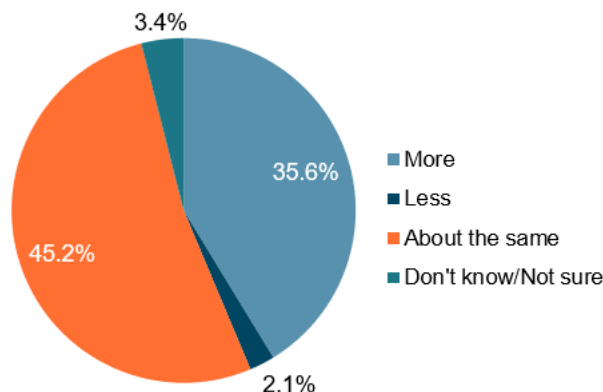


Figure 18. Level of exercise reported based on trail use.

## Time, Frequency of Use, & COVID-19 Impacts

### The Air Line State Park Trail is used frequently.

56.9% of respondents use the trail at least once a week (Figure 19). 15.1% reported using the ALSPT once per month, while the same number (22) indicated that they were using the trail for the first time. Comparing the distance from residence with frequency of use (Figure 20), those living within five miles of the trail reported using the trail more frequently.

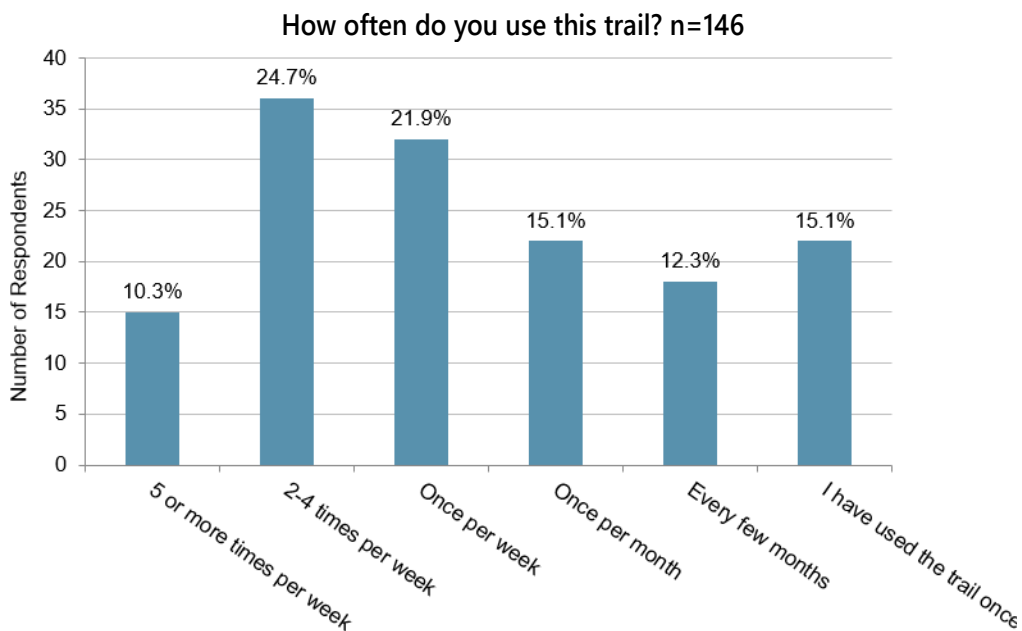


Figure 19. Frequency of use of Air Line State Park Trail.

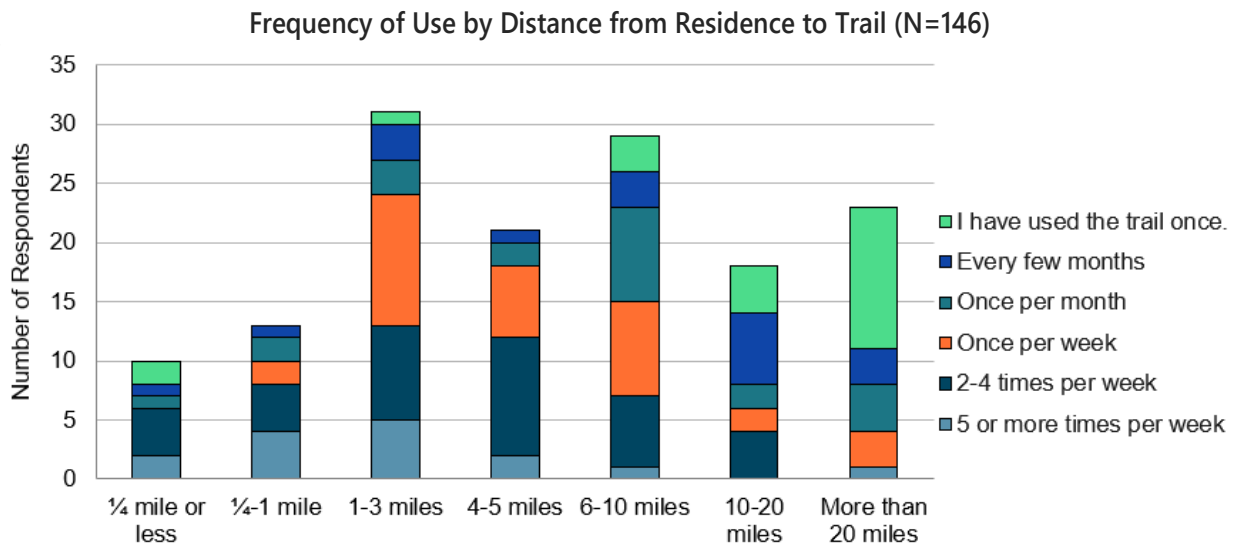


Figure 20. Distance from residence (x axis) and frequency of use.

The average time spent on the ALSPT was 79 minutes (Figure 21). Bicyclists spend the most time on the trail with an average of 124 minutes (just over 2 hours), followed by runners/joggers (69 minutes), walkers (68 minutes), and those doing some combination of walk/run (but not exclusively walking) (57 minutes).

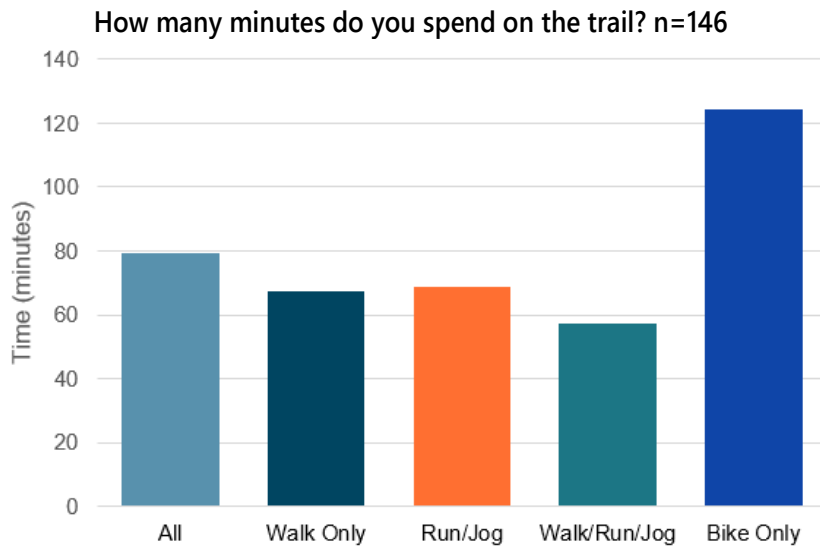


Figure 21. Time spent on the Air Line State Park Trail in minutes.

Those surveyed use the trails most often in the fall (89.7%), summer (85.6%), and spring (77.4%), but a surprising 50% also use the trail in winter (Figure 22).

During which seasons do you typically use this trail? Select all that apply. n=146.

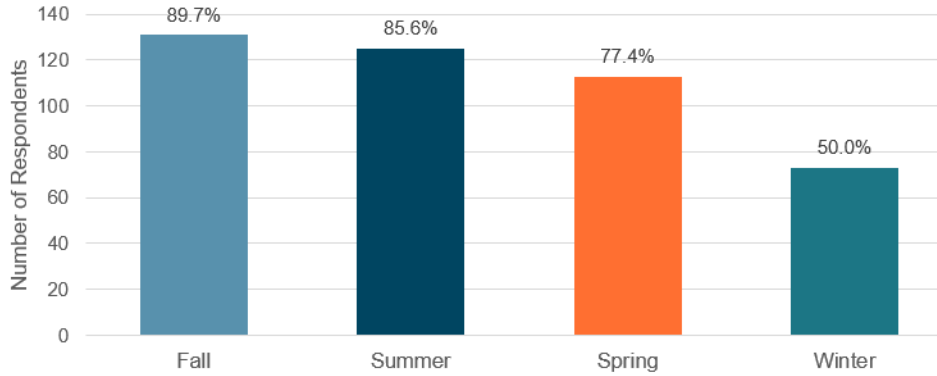


Figure 22. Use by season of Air Line State Park Trail.

Respondents indicated traveling an average of 7.6 miles on the trail during an average trip across all uses. Over 62% travelled 0-5 miles, 15.8% travelled 6-10 miles, 10.3% travelled 11-20 miles, 6.2% travelled 21-20 miles, and 1.4% of respondents travelled over 30 miles on the trail (Figure 23). Those who engaged in running/jogging traveled about 7.2 miles, walkers traveled about 4.0 miles and bicyclists traveled the furthest with an average of 19.0 miles (Figure 24).

Distance Travelled on Trail During Visit. n=146

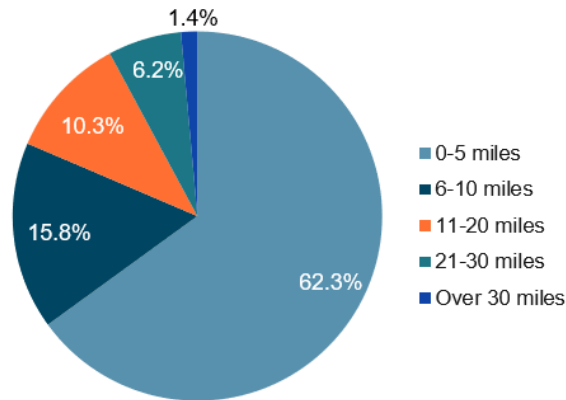


Figure 23. Average distance travelled on Air Line State Park Trail.

Averages Miles of Travel by Use

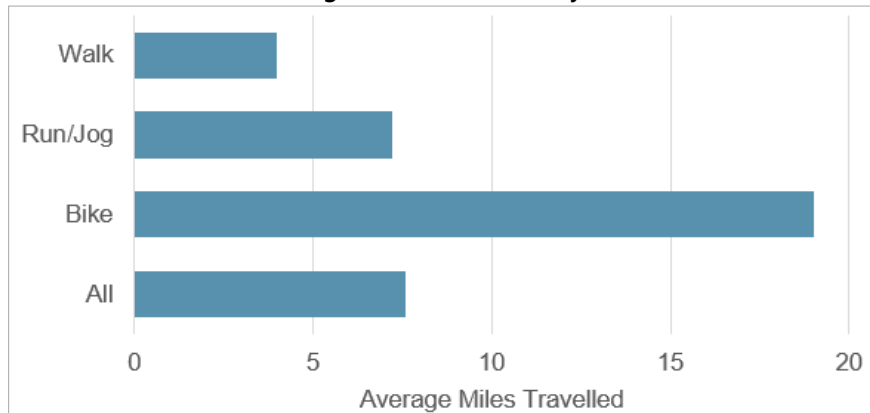


Figure 24. Average distance travelled by use on the Air Line State Park Trail.

Respondents were asked how the COVID-19 pandemic changed their trail use. 16.8% of respondents indicated that they had not used that trail before the pandemic. 59.1% of users reported using the trail about the same, 18.2% use the trail more, and 5.1% use the trail less (Figure 25).

How has your use of this trail changed as a result of the COVID-19 pandemic? n=146

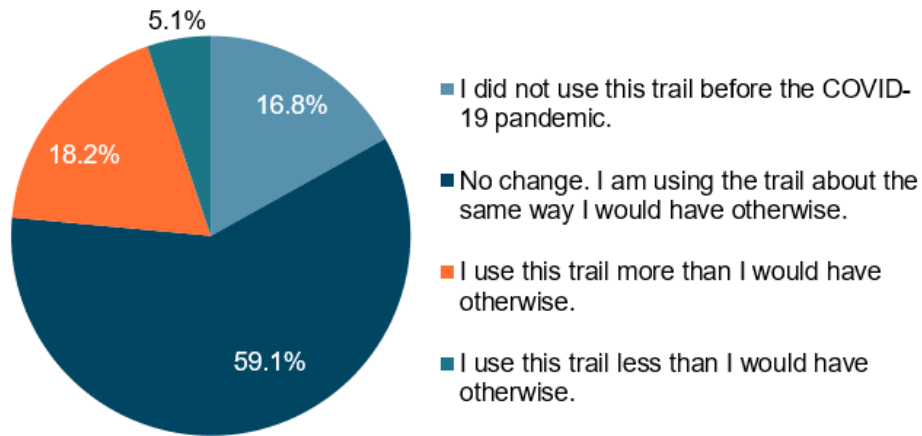


Figure 25. COVID-19 impacts on use of the Air Line State Park Trail.

### Spending and Business Patronage

Survey participants were asked "Do you patronize any businesses on a typical visit to the trail?" In a typical visit, 15.1% of respondents visit a business and 78.1% do not. 6.8% did not respond. Those travelling longer distances were more likely to spend money at a business near the trail (Figure 26).

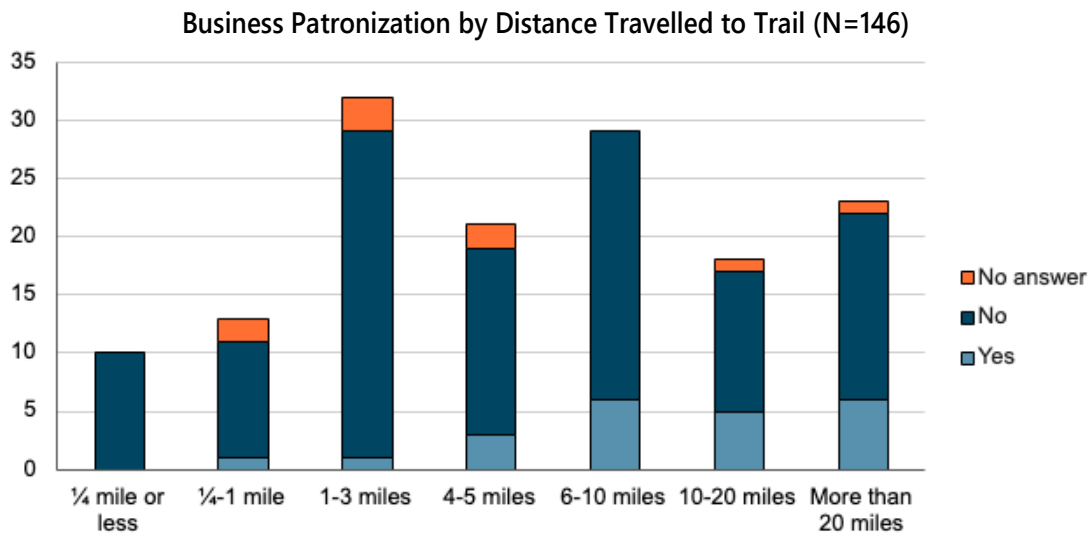


Figure 26. Distance travelled from residence by "Have you patronized a business?"



The businesses identified by survey respondents are listed in Table 3.

<b>Business Name/Type</b>	<b>Number of Respondents</b>
Eco Coffee East Hampton	3
Harry's	3
Ice Cream	3
Bike Shops	2
Dexters	2
Po's Rice & Spice	2
Airline Cycles	1
Bakery in East Hampton	1
Brewery	1
Coffee shop	1
East Hampton shops	1
Local Shops	1
Pleasant Pizza	1
Restaurant	1
Sunshine Cycles	1
Willimantic Brewery	1

Table 3. Businesses listed by survey respondents.

Participants were asked “What types of business or services would you patronize if they existed along this section of the trail?” Top responses include food (restaurants and snacks), bike shops, coffee, and ice cream. These data were analyzed in aggregate using a word analyzer<sup>3</sup>, and results are provided in Table 4 and Table 5.

	<b>Description</b>	<b>Number</b>	<b>%</b>
1.	food	18	8.61
2.	bike	8	3.83
3.	shops	8	3.83
4.	coffee	7	3.35
5.	cream	6	2.87
6.	ice	6	2.87
7.	restaurants	5	2.39
8.	shop	5	2.39
9.	beverage	4	1.91
10.	and	4	1.91

Table 4. Top single word types of business patronage as listed by respondents on the survey.

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<sup>3</sup> Text analyzer online utility. <https://www.online-utility.org/text/analyzer.jsp>

<b>Top phrases containing 2 words</b> (without punctuation marks)	<b>Occurrences</b>
ice cream	6
bike shops	4
and beverage	3
food food	2
coffee shop	2
bike rental	2
restaurants breweries	2

Table 5. Top two words of types of business patronage as listed by respondents of the survey.

Survey respondents were asked, *“In the past year, approximately how much did you spend on gear, supplies, equipment or rentals that you used or plan to use on this trail? (Please enter your total estimated spending as a whole dollar value, no decimals).”*

Ninety-three respondents (63.7%) reported spending money on equipment used for trail use. An average of \$164.06 annual expense was reported with a maximum of \$2000. Of the 93 respondents who spent money on equipment, 37% reported spending between \$1-100 annually and 16.7% spent \$100-200.

### **Amenity Preferences**

The most common responses to past surveys were converted to a multiple select list with an open ended option. Survey respondents were asked to comment on their favorite things about the trail and things they would improve about their trail experience.

#### **What is your favorite thing about this trail?**

There were 146 responses regarding favorite things about the Air Line State Park trail (Figure 27). “Scenery/view” was the top response (84.2%) with “Being in nature” a close second (80.8%), and “Quiet or Peaceful” was third (78.1%). Over 50% of survey respondents also note “Well maintained” trail conditions (58.9%) and “Flat surface” as their favorite things. Written responses for “Other” are included in Appendix D.

### What is your favorite thing about the Air Line State Park Trail? n=146

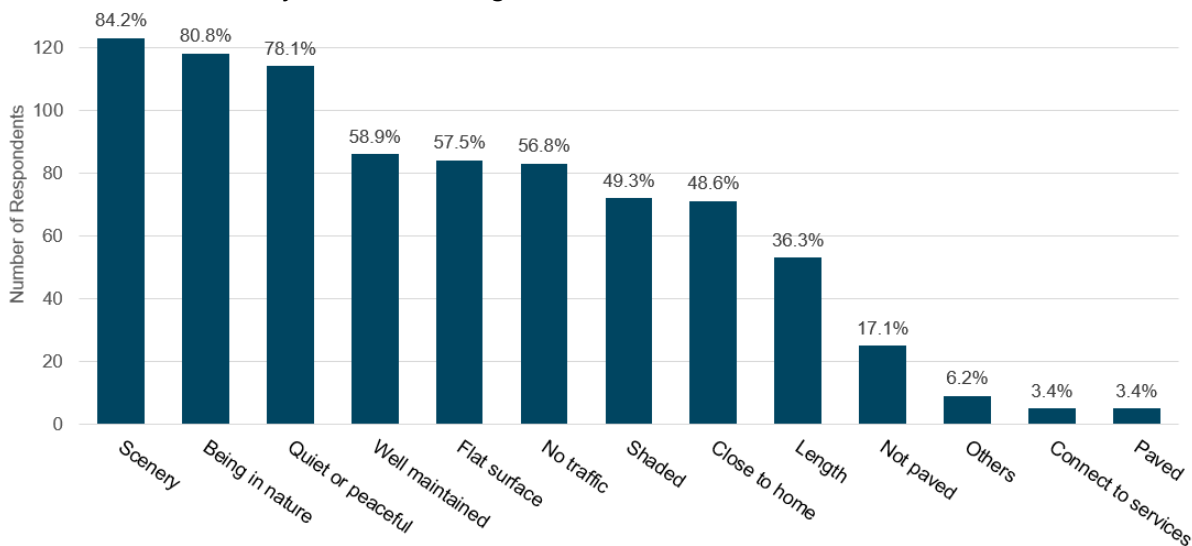


Figure 27. Favorite things about trail. Appendix D includes written responses.

### What would improve your experience on this trail?

The responses to the survey question “What would improve your experience on this trail?” are shown in Figure 28. “Restrooms” were the most frequently selected response (37.0%) followed by “Other” (26.7%). The “Other” option included written responses which are listed in Appendix B. Common written responses included need for connection to businesses and downtown areas, issues such as removing horse and dog poop, paving, ADA access, bathrooms, and trail maintenance issues such as erosion and trail surfaces.

Following “Other,” top improvements were mileage markers (27.5%), signage/maps (21.9%), more trash cans (21.9%), and trail information (20.7%) (Figure 28).

### What would improve your experience on this trail? Select all that apply. n=146

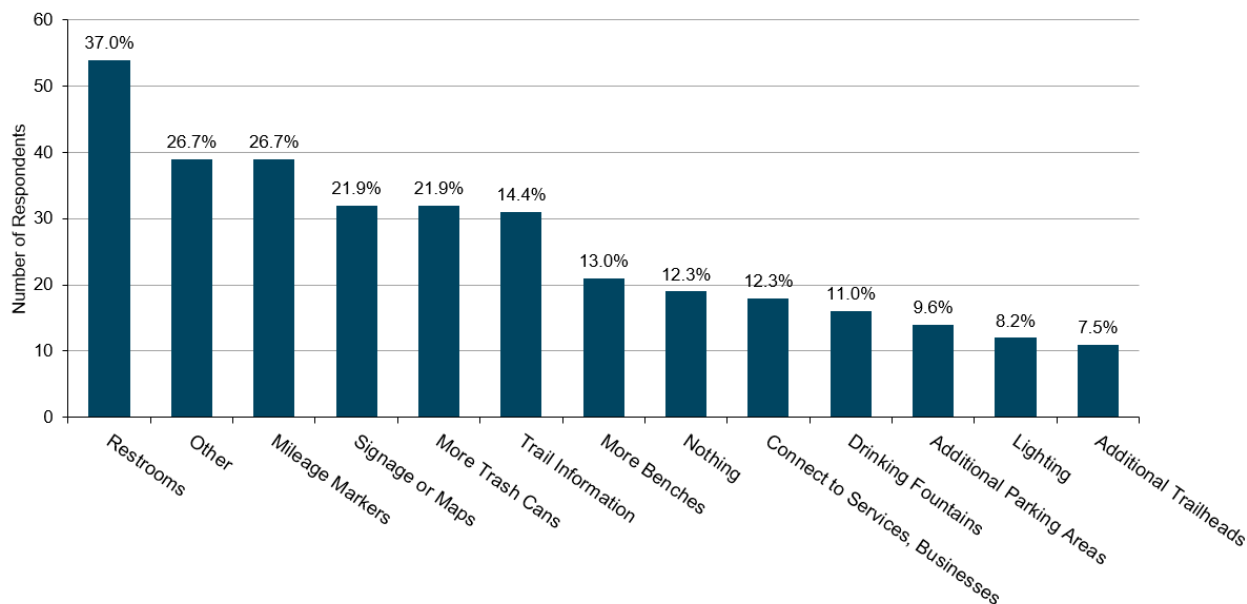


Figure 28: Responses to “What would improve your experience?”

## Air Line State Park Trail User Study Findings & Recommendations

This CT Trail Census Survey data collection process helps communities better understand who is using trails and why, where to make sound investments in physical infrastructure, amenities, and programming. The results of this report should be used to inform trail planning, development, and policy based upon the Air Line State Park Trail Master Planning process. Major findings are explained below.

### **1. The Air Line State Park Trail is popular with over 800,000 estimated uses in 2021.**

Interpretation of three long-term trail counters and short-term count collection across multiple locations on the Air Line State Park Trail resulted in an estimated 805,000 uses per year. It is important to reiterate that a “use” is a user passing the counter and does NOT represent number of users. As a linear system, out and back users may pass a counter twice and long-distance users, such as those on bicycles may pass several counters.

### **2. Understand barriers and increase trail use by new audiences.**

More survey respondents were white, over fifty years old, female and had incomes over \$100,000 compared to other races/ethnicities, ages, genders, and income levels. Efforts to increase use will need to engage a broader and more diverse audience than existing trail users in the planning and design process, with the goal of understanding what prevents other audiences from using trails and what would increase use. Given that these trails are public resources that promote physical and mental health along with alternative transportation routes, these are significant and relevant issues for all populations.

### **3. Build connectivity.**

Most locations on the Air Line State Park Trail are not connected to amenities or places where people naturally congregate such as downtowns, business districts, schools, and parks. The requests for bathrooms and signage along with the relatively low percentage of trail users patronizing businesses identify areas of improvement. The Air Line State Park Trail Planning Committee should think systematically about how to better integrate trail and outdoor resource amenities with transportation needs as well as connections to schools, parks, playgrounds, and business districts. The access points in the Town of East Haddam, Hebron/Colchester, Willimantic, and Pomfret are opportunities for connections.

### **4. Increase business opportunities and bicycle tourism.**

Seventy-eight percent of survey respondents indicated they did NOT patronize a business when visiting the Air Line State Park Trail. Those that visited businesses identified many local businesses in East Hampton and Colchester where connections are easy. Survey respondents indicated that local shops supporting trail use like bike shops, and food opportunities, such as ice cream, coffee, and restaurants/breweries, would encourage them to patronize businesses. The results also point to the potential to increase use by cyclists and especially bicycle tourists. Bicyclists, particularly those from out of state, make more investments in equipment, time, and spending during visits. However, many of our trails may not be conducive, either in length or amenities, to attract longer duration tourists. Communities and trail advocates should focus on understanding what amenities currently exist, what amenities bicycle users seek, and how trails might be better networked to attract longer distance tourism.

**5. Enhance amenities and connections at popular starting points AND develop strategies to draw trail users north.**

Based upon count data estimates and with survey responses, the three busiest parking areas and entrance points are Smith Street in East Hampton, Route 163 in Colchester, and Route 85 in Hebron. These areas can serve as focus areas for amenity enhancement and connection points. It also identifies the need to develop strategies to draw trail users to northern trail sections with connections to local businesses and downtown areas such as Willimantic, Pomfret, and Thompson, among others.

**6. There is high demand for restrooms, mileage markers, and signage.**

The need for increased trail user amenities, such as restrooms, mileage markers and signs, and improved maintenance is clear based on survey responses.

## Appendix A. 2021 Trail Census Digital Survey

### Start of Block: Administration

Q1.1

**This is a survey about trail use, conducted by the Connecticut Trail Census. It will take about 5 minutes to complete.**

All data and information collected will be aggregated, kept confidential, and your responses will not be individually identifiable. At the end of the survey, you will have the opportunity to provide your email, if you so choose, to receive additional information about the study and information about participating in ongoing research. Your contact information will not be sold or disseminated to any other parties for any other purpose. The aggregated data set and data report will be made publicly available for researchers and the general public at <http://cttrailcensus.uconn.edu>. You do not have to participate if you do not want to. If you agree to complete this survey, but later change your mind, you may stop at any time. There are no penalties or consequences of any kind if you decide that you do not want to participate. This project has been approved under UConn IRB Exempt Study Number X16-181. [Click to view the participant information sheet.](#)

For more information contact the Principal Investigator: Laura Brown, University of Connecticut Department of Extension, [laura.brown@uconn.edu](mailto:laura.brown@uconn.edu)

- Yes, I would like to participate in the survey. (4)
- I do not wish to participate at this time. (5)

*Skip To: End of Survey If: This is a survey about trail use, conducted by the Connecticut Trail Census. It will take about... = do not wish to participate at this time.*

Q1.2 This survey asks about multi-use trails in Connecticut. These trails are typically paved or stone dust, allow multiple uses like walking and bicycling, and are physically separated from vehicle traffic.

Please select the Connecticut multi-use trail you are using or used most often in 2021:

- Air Line State Park Trail (34)
- Bluff Point State Park, Groton (28)
- Charter Oak Greenway, Manchester (6)
- CTFastrak Trail in New Britain (7)
- Farmington Canal Heritage Trail, Avon (32)
- Farmington Canal Heritage Trail, Canton (33)
- Farmington Canal Heritage Trail, Cheshire (8)
- Farmington Canal Heritage Trail, East Granby (29)
- Farmington Canal Heritage Trail, Farmington (30)
- Farmington Canal Heritage Trail, New Haven (9)
- Farmington Canal Heritage Trail, Hamden (10)
- Farmington Canal Heritage Trail, Simsbury (31)
- G&S Trolley Trail, Groton (Haley Farm State Park) (22)
- Hop River Trail, Bolton (11)
- Hop River Trail, Vernon (12)
- Larkin State Bridle Trail, Oxford (13)

- Larkin State Bridle Trail, Naugatuck (27)
- Middlebury Greenway, Middlebury (14)
- Naugatuck River Greenway, Derby (15)
- Norwalk River Valley Trail, Wilton (16)
- Riverwalk Trail, Hartford (17)
- Riverwalk Trail, East Hartford (18)
- Shoreline Greenway, Madison (19)
- Still River Greenway, Brookfield (20)
- Sue Grossman Trail, Torrington (21)
- I used another multi-use trail in 2021. (24)
- I use multi-use trails, but have not used any in 2021. (25)
- I do not use multi-use trails. (26)

*Display This Question:*

*If This survey asks about multi-use trails in Connecticut. These trails are typically paved or stone...  
= I used another multi-use trail in 2021.*

Q1.3 What is the name and location of the trail you used most often in 2021? *Use this format:*  
*"Farmington Canal Trail, Hamden"*

*Display This Question:*

*If This survey asks about multi-use trails in Connecticut. These trails are typically paved or stone...  
= Air Line State Park Trail*

Q67 Please specify the parking area nearest to where you entered the Airline Trail:

- I don't know. (43)
- Bridge Street, Windham/Willimantic (44)
- Bull Hill Rd., Colchester (45)
- Chesbro Bridge Road, Columbia (46)
- Chewink Rd., Chaplin (47)
- Cook Hill Road, Lebanon (48)
- Covell Road, Pomfret (49)
- CT 12, Putnam (50)
- CT 196, East Hampton (51)
- Estabrooks Road, Hampton (52)
- Goodwin Conservation Center, Hampton (53)
- Grayville Rd., Hebron (54)
- Haven Road, Pomfret (55)
- Jackson St, Windham/Willimantic (57)
- Kenyon Road, Hampton (58)
- Kingsley Road, Lebanon (59)
- Krazy Lane, Pomfret (60)
- Leonard Bridge Road, Columbia (61)
- Lowell Davis Road, East Hampton (62)
- Needles Eye Road, Pomfret (63)
- Old Colchester Rd., Hebron (64)
- Old Hartford Rd., Hebron (65)

- Potter Road, Hampton (66)
- Railroad Street, Pomfret (67)
- River Rd., Pomfret (68)
- Rt. 149, Colchester (69)
- Rt. 2 Commuter Lot (70)
- Rt. 203, Windham (71)
- Rt. 207, Hebron (72)
- Rt. 44, Pomfret (73)
- Rt. 85, Hebron (56)
- Salmon River State Forest, Colchester (74)
- Smith St., East Hampton (75)
- South Brook Road, Hampton (76)
- Station Road, Hampton (77)
- Sunset Hill Rd., Thompson (78)
- Thompson Rd., Thompson (79)
- US 44 (80)
- Village Hill Road, Lebanon (81)
- Other. Please specify. (82) \_\_\_\_\_

**End of Block: Administration**

**Start of Block: Use block**

Q2.1 How often do you use this trail?

- I have used the trail once. (1)
- 5 or more times per week (2)
- 2-4 times per week (3)
- Once per week (4)
- Once per month (5)
- Every few months (6)

Q2.2 During which seasons do you typically use this trail? *Select all that apply.*

- Summer (1)
- Fall (4)
- Winter (5)
- Spring (6)

Q2.3 How has your use of this trail changed as a result of the COVID-19 pandemic?

- I did not use this trail before the COVID-19 pandemic. (4)
- No change. I am using the trail about the same way I would have otherwise. (1)
- I use this trail more than I would have otherwise. (2)
- I use this trail less than I would have otherwise. (3)

Q65 What is the distance from your residence to the point where you entered the trail?





- ¼ mile or less (1)
- ¼-1 mile (11)
- 1-3 miles (12)
- 4-5 miles (13)
- 6-10 miles (14)
- 10-20 miles (15)
- More than 20 miles (16)

Q2.6 How did you typically get to the trail?

- Car or Motorcycle (Alone) (1)
- Car or Motorcycle (With Others) (2)
- Public Transit (Bus/Train) (3)
- Bicycle (4)
- Walk (5)
- Run/Jog (6)
- Other (7) \_\_\_\_\_

Q2.7 How many minutes did you typically spend on the trail? \_\_\_\_\_

Q66 About how many miles do you typically travel on the trail? \_\_\_\_\_

Q2.8 How do you typically travel on the trail? *Select all that apply.*

- Walk (1)
- Run/Jog (2)
- Bike (3)
- Wheelchair or mobility aid (4)
- Other (5) \_\_\_\_\_

Q2.9 What is your purpose when you use the trail? *Select all that apply.*

- Recreation (1)
- Relaxation (2)
- Dog walking (3)
- Travel (4)
- Exercise (5)
- Exercise - Prescribed (6)
- Family Time (7)
- Socializing (8)
- Group Activity (9)
- Event (10)
- Tourism (11)
- Other (12) \_\_\_\_\_

*Display This Question:*

*If What is your purpose when you use the trail? Select all that apply. = Exercise*

Or What is your purpose when you use the trail? Select all that apply. = Exercise - Prescribed

Q2.10 Are you exercising more, less, or about the same since you began using the trail?

- More (1)
- Less (2)
- About the same (3)
- Don't know/Not sure (4)

Q2.13 In the past year, approximately how much did you spend on gear, supplies, equipment or rentals that you used or plan to use on this trail? (Please enter your total estimated spending as a whole dollar value, no decimals). \_\_\_\_\_

Q2.14 What is your favorite thing about this trail? Select all that apply.

- Scenery / views (4)
- Being in nature (5)
- Close to my home (6)
- Well maintained (7)
- Flat surface (8)
- Quiet / peaceful (9)
- Shaded (10)
- No traffic (11)
- Paved (12)
- Not paved (13)
- Connection to community services or businesses. Please specify. (14) \_\_\_\_\_
- Length (15)
- Other. Please specify or elaborate on your answers above. (16) \_\_\_\_\_

Q2.15 What would improve your experience on this trail? Select all that apply.

- Additional trailheads (4)
- Additional parking areas (5)
- More benches (6)
- Restrooms (7)
- More trash cans (8)
- Drinking fountains (9)
- Trail information (10)
- Lighting (14)
- Nothing (15)
- Signage / maps (11)
- Mileage markers (17)
- Connection to community services or businesses. Please specify. (12) \_\_\_\_\_
- Other. Please specify or elaborate on your answers above. (13) \_\_\_\_\_

Q69 Do you patronize any businesses on a typical visit to the trail?

- Yes. If yes, please specify. (1) \_\_\_\_\_

- No. (2)
- I prefer not to answer. (3)

Q68 What types of business or services would you patronize if they existed along this section of the trail?

**End of Block: Use block**

**Start of Block: Non use block**

Q3.1 What prevents you from using multi-use trails? \_\_\_\_\_

Q3.2 What would encourage you to use multi-use trails more often? \_\_\_\_\_

**End of Block: Non use block**

**Start of Block: Demographic block**

Q5.1 What is your home zip code? \_\_\_\_\_

Q5.2 What is your age range?

- Under 18 (1)
- 18-24 (2)
- 25-34 (3)
- 35-44 (4)
- 45-54 (5)
- 55-64 (6)
- 65-74 (7)
- 75 or over (8)
- I prefer not to answer. (9)

Q5.3 What best represents your household income?

- Under \$24,999 (1)
- \$25,000 - \$49,999 (2)
- \$50,000 - \$74,999 (3)
- \$75,000 - \$99,999 (4)
- Over \$100,000 (5)
- I prefer not to answer. (8)

Q5.4 What is your race or ethnicity? *Select all that apply.*

- White (1)
- Black or African American (2)
- American Indian or Alaska Native (3)
- Asian (4)
- Middle Eastern (8)
- Pacific Islander (5)
- Spanish, Hispanic or Latino (6)

- Other (7) \_\_\_\_\_
- I prefer not to answer. (9)

Q5.5 How do you describe your gender identity?

- Male (1)
- Female (2)
- Prefer to self describe (3) \_\_\_\_\_
- I prefer not to answer. (4)

Q64 If there is anything else you would like to share please use the space below. \_\_\_\_\_

Q5.6 Would you like to be notified about future data releases and studies from the Connecticut Trail Census? Your email will not be associated with any of your previous survey responses or sold or shared for any other purpose.

- Yes! (1)
- No, thank you. (2)

**End of Block: Demographic block**

Start of Block: Exit Block Email Collection

## Appendix B. Survey Open Ended Text Reponses

The following are open ended responses to the 2021 survey, Air Line State Park Trail Responses.

### **What is your favorite thing about this trail? Select all that apply. - Connection to community services or businesses. Please specify.**

- I bike to work from Est Hartford to Hartford Connection to other trails- Salmon River and Day Pond state parks.
- The bike shop I love that the trail connects to east Hampton downtown village center
- Can walk into Downtown Hartford Convenient bike access to shops and Performing Arts Center in Simsbury.
- Place looks like trash
- Riverfront Boathouse, connects to East Hartford Riverfront
- NEMBA
- Native plant sale, nature center, etc...
- Restaurants

### **What is your favorite thing about this trail? Select all that apply. - Other. Please specify or elaborate on your answers above.**

- Seen many improvements over 50 years available for XC ski use
- Close to my work
- I have muscular dystrophy and these flat trails are safer for me to use to get my walking in. They do need larger openings to fit wheelchairs and adapted bikes etc. through gates.
- Variety of trails, technical and flat
- The recent surface was improvements make cycling much safer and I appreciate the improvements tremendously!!!
- Spending time with grandkids
- The history
- The trail is a major asset for where I live.
- I am very grateful to have it so close.
- I use it all year round and it definitely contributes to improved physical and mental health.
- Tunnel
- Historic connections
- Tri state marker
- Beach
- Awesome how well maintained the trail is by Greenway volunteers!
- I like how Bluff Point and Hayley Farm connect. I use both trails each time I visit!
- Multiple uses and semiprivate
- Appropriate level of difficulty for mountain biking with my pre-teen an elementary school age kids
- On the migration flyway plus shorebirds and resident forest birds like great horned owl
- Beautiful walk to a beautiful beach
- Just wanted to see the tri state marker
- collect acorns
- The wildlife is pretty great. I've seen herons, beavers, hawks, deer, etc.

- I've ridden the whole length of the Airline trail from East Hampton to Putnam. Waiting for the Pomfret section to get finished. Also ridden the whole Hop River trail several times including starting in Manchester and going through Vernon and Bolton. Also the new and old paved trail from Bolton through Manchester Community College to Wickham park.
- I really like having all of these trails.
- Being with peers.
- Mutual meeting point Riverside It gives me a lot of exercise.
- No ticks
- Beautiful scenery - we do photography on the trail.
- Look forward to when it will connect through to Cobalt & Portland.
- I use it primarily for running and walking - it's great to have a nice long walk in nature in the shade.
- We see all sorts of wildlife and enjoy seeing our neighbors on the trail.
- Close parking Sculptures and art are a nice bonus
- Good place to socialize.
- Privacy
- Historical.
- Thinking of past when it was a train track serving many towns.
- Adds route (not simply parallel to road) that when combined with local roads enables a loop route that would not otherwise exist
- Safe, clean Trails are kept up well, parking area is large
- No vehicles!
- There are sheep to look at :)

**What would improve your experience on this trail? Select all that apply. - Other. Please specify or elaborate on your answers above.**

- Paving so I could roller skate. I have to go to Farmington or Southington to skate
- Better maintenance (mowing-a lot of areas overgrown into trail, signage/road markings from RT2 commuter lot to Old Hartford RD, trimming of trees overhanging trail in Rt85 area, better Yield signs at State rd crossings-the small ones now are a joke)
- We came looking for the Tristate marker. The trail was marked clearly for that , and we were unable to find it . This was disappointing
- Dog poop bags. I carry my own but sometimes forget. And others clearly aren't bringing theirs.
- Camping options for longer distance travel
- Some of the trail surface is too stony. The stones are too big. More drainage would help too
- The parking area is in terrible shape and should be fixed. Needs trimming- trail is now overgrown. You cannot sit on bench and see anything- vegetation too high
- Finish the Hop River trail from Willimantic to Coventry, fix the bridge over the Hop River.
- fewer inconsiderate speeding bicyclists
- Maintenance- the trail used to be mowed and cut back regularly - it is now very overgrown
- Crosswalks on sections between Goodwin State Forest and Pomfret. Flashing lights at busy road crossings ie. Rte 75 Hebron, Rte 207.
- Mowed more often, drainage
- Please widen the trail or mow-the plants are taking over the trail. Also there are spots that have eroded due to weather

- Clean up of horse and dog manure
- Finish these Hampton trails! Crappy material was out down and the top layer never was. This is the only stretch and they have been ruined wanna never fixed (they were fine the way they were.) So angry and disappointed.
- Rules clearly posted and enforced, no dogs.
- More history. "Almost 200 years ago this was built by hand with shovels, wheelbarrows and some dynamite..."
- A foot bridge connecting the trail over Main Street in East Hampton. Informational signs on trail re: local history, wildlife & ecosystems. Better water runoff management and maintenance of trail bed.
- Better behavior by other bicyclist who fail to provide a horn, bell, or shout out that they are passing "on the left." This has been a somewhat dangerous situation when speeding cyclists fail to announce themselves and go by at a fast speed. This is definitely a hazard to other cyclists and pedestrians. There should definitely be more signage at trail crossing points or bulletin boards, even on the trails, that it is courteous and safe to announce passing, either with a horn, bell, or a LOUD voice. Also, the trail is sometimes used by horse owners (this is truer of Hop River Trail), and they fail to pick up the horse droppings from the trail. There should be signage which insists that trail users, be they dog or horse owners, should scoop and dispose of waste far off the trail or take it out with them. Dog owners are much better about this than horse owners!
- Mowing vegetation on the edges of trails more often. Between Cook Hill Rd and Village Hill Rd. At the big marsh near Rt 85
- Simply being outdoors on a known trail is sufficient
- Too many homeless people, some right on the trailhead. NEEDLES!
- Community runs
- Most of the trail is well maintained, but there are a few isolated areas that are washed out or sandy, presenting biking hazards
- Na
- More bridges and tunnels to bypass crossing roads. Uniformity. Most of the trail is in good shape but but each towns uses it own type of dirt gravel stone drainage. Most of teal is great for biking. But just did the last 7 miles in Thompson to MA border and that is very poorly maintained for bikes. Loose sand, big stones, large gravel, washouts, poor drainage, steep areas at road crossing. Can't wait for the nes section in Pomfret to open with its bridges and tunnels and I hope a smooth gravel surface. Don't want it paved.
- Signage in Colchester at the road connection, more direct access to buisnesses
- We'd love to see airline trail connected to downtown Hebron
- A deep officer to monitor there are many homeless and very odd characters that walk this trail.
- Beaver fam at Raymond Marsh floods trail. Hebron knows; they do nothing
- Guardrail for the areas with steep sides
- A quicker maintenance after the areas where the water has eroded the path.
- Stop the horse poop
- Less dirt bikes, more use of leashes
- Grading the low wet areas
- Bit better maintenance

## Appendix C. Daily Count Totals and Extrapolation Estimates

All locations are on the Air Line State Park Trail.

Beige = Estimated Daily total (using East Hampton counter x extrapolation factor)

White = Count Station Daily Total

Day	Portland, Breezy Corners Road	East Hampton, Smith Street	Colchester, Bull Hill	Hebron, Old Hartford Rd	Hebron, Church Street	Lebanon, Chesbro Bridge Rd	Lebanon, Cook Hill Rd	Willimantic, Bridge St	Windham, N Windham Rd	Chaplin, Chewink Rd	Hampton, Goodwin State Forest	Hampton, Kenyon Rd	Pomfret, Mashamoquet Rd	Pomfret, Needles Eye Rd	Thompson, Route 12	Thompson, E. Thompson Rd
Extrapolation Factor (E. Hampton)			0.715	1.052	0.823	0.467	0.439	0.218	0.176	0.162	0.132	0.266	0.366	0.036	0.121	
2021-01-13	89	240	171	252	197	112	105	52	42	38	31	63	87	8	29	79
2021-01-14	76	275	196	289	226	128	120	59	48	44	36	73	100	9	33	34
2021-01-15	79	226	161	237	185	105	99	49	39	36	29	60	82	8	27	52
2021-01-16	96	160	114	168	131	74	70	34	28	25	21	42	58	5	19	41
2021-01-17	233	506	361	532	416	236	222	110	89	81	66	134	185	18	61	206
2021-01-18	186	471	336	495	387	219	206	102	82	76	62	125	172	16	56	191
2021-01-19	84	236	168	248	194	110	103	51	41	38	31	62	86	8	28	44
2021-01-20	89	150	107	157	123	70	65	32	26	24	19	39	54	5	18	57
2021-01-21	78	157	112	165	129	73	68	34	27	25	20	41	57	5	18	14
2021-01-22	98	265	189	278	218	123	116	57	46	42	34	70	96	9	32	127
2021-01-23	106	206	147	216	169	96	90	44	36	33	27	54	75	7	24	98
2021-01-24	100	255	182	268	209	119	111	55	44	41	33	67	93	9	30	110
2021-01-25	68	192	137	201	158	89	84	41	33	31	25	51	70	6	23	59
2021-01-26	79	125	89	131	102	58	54	27	22	20	16	33	45	4	15	47
2021-01-27	51	143	102	150	117	66	62	31	25	23	18	38	52	5	17	24
2021-01-28	57	122	87	128	100	56	53	26	21	19	16	32	44	4	14	20
2021-01-29	7	27	19	28	22	12	11	5	4	4	3	7	9	0	3	22
2021-01-30	41	74	52	77	60	34	32	16	13	11	9	19	27	2	8	8
2021-01-31	56	170	121	178	139	79	74	37	29	27	22	45	62	6	20	46
2021-02-01	8	20	14	21	16	9	8	4	3	3	2	5	7	0	2	5
2021-02-02	7	27	19	28	22	12	11	5	4	4	3	7	9	0	3	46
2021-02-03	15	122	87	128	100	56	53	26	21	19	16	32	44	4	14	52
2021-02-04	30	128	91	134	105	59	56	27	22	20	16	34	46	4	15	44
2021-02-05	25	41	29	43	33	19	17	8	7	6	5	10	15	1	4	52
2021-02-06	79	344	245	361	283	160	151	74	60	55	45	91	125	12	41	113
2021-02-07	24	69	49	72	56	32	30	15	12	11	9	18	25	2	8	96
2021-02-08	17	169	120	177	139	78	74	36	29	27	22	44	61	6	20	37



2021-02-09	29	46	32	48	37	21	20	10	8	7	6	12	16	1	5	20
2021-02-10	24	130	92	136	106	60	57	28	22	21	17	34	47	4	15	52
2021-02-11	17	149	106	156	122	69	65	32	26	24	19	39	54	5	18	37
2021-02-12	49	86	61	90	70	40	37	18	15	13	11	22	31	3	10	27
2021-02-13	30	189	135	198	155	88	82	41	33	30	24	50	69	6	22	95
2021-02-14	68	287	205	301	236	134	125	62	50	46	37	76	105	10	34	84
2021-02-15	24	111	79	116	91	51	48	24	19	17	14	29	40	3	13	47
2021-02-16	3	116	82	122	95	54	50	25	20	18	15	30	42	4	14	7
2021-02-17	19	115	82	120	94	53	50	25	20	18	15	30	42	4	13	19
2021-02-18	5	52	37	54	42	24	22	11	9	8	6	13	19	1	6	12
2021-02-19	8	37	26	38	30	17	16	8	6	5	4	9	13	1	4	42
2021-02-20	37	203	145	213	167	94	89	44	35	32	26	53	74	7	24	120
2021-02-21	74	253	180	266	208	118	111	55	44	40	33	67	92	9	30	83
2021-02-22	27	49	35	51	40	22	21	10	8	7	6	13	17	1	5	14
2021-02-23	15	57	40	59	46	26	25	12	10	9	7	15	20	2	6	22
2021-02-24	37	176	125	185	144	82	77	38	30	28	23	46	64	6	21	61
2021-02-25	24	157	112	165	129	73	68	34	27	25	20	41	57	5	18	47
2021-02-26	37	209	149	219	172	97	91	45	36	33	27	55	76	7	25	32
2021-02-27	22	71	50	74	58	33	31	15	12	11	9	18	25	2	8	15
2021-02-28	78	311	222	327	255	145	136	67	54	50	41	82	113	11	37	88
2021-03-01	42	89	63	93	73	41	39	19	15	14	11	23	32	3	10	20
2021-03-02	42	51	36	53	41	23	22	11	8	8	6	13	18	1	6	10
2021-03-03	111	302	215	317	248	141	132	65	53	48	39	80	110	10	36	51
2021-03-04	64	214	153	225	176	99	93	46	37	34	28	56	78	7	25	24
2021-03-05	71	111	79	116	91	51	48	24	19	17	14	29	40	3	13	29
2021-03-06	100	265	189	278	218	123	116	57	46	42	34	70	96	9	32	93
2021-03-07	209	336	240	353	276	156	147	73	59	54	44	89	122	12	40	145
2021-03-08	89	152	108	159	125	70	66	33	26	24	20	40	55	5	18	20
2021-03-09	172	390	278	410	320	182	171	85	68	63	51	103	142	14	47	79
2021-03-10	128	312	223	328	256	145	136	68	54	50	41	82	114	11	37	69
2021-03-11	186	495	353	520	407	231	217	107	87	80	65	131	181	17	59	78
2021-03-12	164	608	434	639	500	283	266	132	107	98	80	161	222	21	73	66
2021-03-13	182	793	566	834	652	370	348	172	139	128	104	210	290	28	95	154
2021-03-14	224	770	550	810	633	359	338	167	135	124	101	204	281	27	93	199
2021-03-15	37	96	68	100	79	44	42	20	16	15	12	25	35	3	11	15
2021-03-16	79	197	140	207	162	91	86	42	34	31	26	52	72	7	23	27
2021-03-17	91	361	258	379	297	168	158	78	63	58	47	96	132	12	43	74
2021-03-18	32	111	79	116	91	51	48	24	19	17	14	29	40	3	13	32
2021-03-19	83	263	188	276	216	122	115	57	46	42	34	69	96	9	31	86
2021-03-20	228	1317	941	1385	1083	615	578	287	231	213	173	350	482	47	159	218
2021-03-21	356	1377	984	1448	1133	643	604	300	242	223	181	366	503	49	166	294
2021-03-22	177	525	375	552	432	245	230	114	92	85	69	139	192	18	63	98
2021-03-23	130	464	331	488	381	216	203	101	81	75	61	123	169	16	56	98
2021-03-24	162	341	243	358	280	159	149	74	60	55	45	90	124	12	41	84
2021-03-25	179	540	386	568	444	252	237	117	95	87	71	143	197	19	65	122

2021-03-26	116	233	166	245	191	108	102	50	41	37	30	61	85	8	28	25
2021-03-27	294	1006	719	1058	827	469	441	219	177	162	132	267	368	36	121	273
2021-03-28	81	155	110	163	127	72	68	33	27	25	20	41	56	5	18	41
2021-03-29	64	208	148	218	171	97	91	45	36	33	27	55	76	7	25	30
2021-03-30	162	451	322	474	371	210	197	98	79	73	59	119	165	16	54	96
2021-03-31	64	285	203	299	234	133	125	62	50	46	37	75	104	10	34	54
2021-04-01	61	130	92	136	106	60	57	28	22	21	17	34	47	4	15	44
2021-04-02	84	167	119	175	137	77	73	36	29	27	22	44	61	6	20	113
2021-04-03	191	574	410	603	472	268	251	125	101	92	75	152	210	20	69	211
2021-04-04	221	476	340	500	391	222	208	103	83	77	62	126	174	17	57	231
2021-04-05	110	348	248	366	286	162	152	75	61	56	45	92	127	12	42	88
2021-04-06	162	473	338	497	389	220	207	103	83	76	62	125	173	17	57	69
2021-04-07	137	481	343	506	395	224	211	104	84	77	63	127	176	17	58	74
2021-04-08	113	533	381	560	438	248	233	116	93	86	70	141	195	19	64	69
2021-04-09	132	415	296	436	341	193	182	90	73	67	54	110	151	14	50	177
2021-04-10	231	817	584	859	672	381	358	178	143	132	107	217	299	29	98	243
2021-04-11	116	397	283	417	326	185	174	86	69	64	52	105	145	14	48	164
2021-04-12	110	250	178	263	205	116	109	54	44	40	33	66	91	9	30	24
2021-04-13	192	471	336	495	387	219	206	102	82	76	62	125	172	16	56	113
2021-04-14	162	483	345	508	397	225	212	105	85	78	63	128	176	17	58	123
2021-04-15	66	57	40	59	46	26	25	12	10	9	7	15	20	2	6	12
2021-04-16	25	46	32	48	37	21	20	10	8	7	6	12	16	1	5	2
2021-04-17	130	449	321	472	369	209	197	97	79	72	59	119	164	16	54	51
2021-04-18	224	852	609	896	701	397	374	185	149	138	112	226	311	30	103	380
2021-04-19	174	429	306	451	353	200	188	93	75	69	56	114	157	15	51	135
2021-04-20	157	597	426	628	491	278	262	130	105	96	78	158	218	21	72	169
2021-04-21	46	123	87	129	101	57	53	26	21	19	16	32	45	4	14	64
2021-04-22	71	155	110	163	127	72	68	33	27	25	20	41	56	5	18	30
2021-04-23	128	304	217	319	250	141	133	66	53	49	40	80	111	10	36	157
2021-04-24	278	1322	945	1390	1088	617	580	288	232	214	174	351	483	47	159	213
2021-04-25	106	142	101	149	116	66	62	30	24	23	18	37	51	5	17	35
2021-04-26	103	289	206	304	237	134	126	63	50	46	38	76	105	10	34	68
2021-04-27	162	375	268	394	308	175	164	81	66	60	49	99	137	13	45	61
2021-04-28	116	520	371	547	427	242	228	113	91	84	68	138	190	18	62	59
2021-04-29	49	106	75	111	87	49	46	23	18	17	13	28	38	3	12	27
2021-04-30	88	251	179	264	206	117	110	54	44	40	33	66	91	9	30	57
2021-05-01	157	603	431	634	496	281	264	131	106	97	79	160	220	21	72	132
2021-05-02	184	844	603	887	694	394	370	183	148	136	111	224	308	30	102	213
2021-05-03	62	311	222	327	255	145	136	67	54	50	41	82	113	11	37	78
2021-05-04	68	236	168	248	194	110	103	51	41	38	31	62	86	8	28	37
2021-05-05	62	61	43	64	50	28	26	13	10	9	8	16	22	2	7	32
2021-05-06	186	474	338	498	390	221	208	103	83	76	62	126	173	17	57	91
2021-05-07	91	336	240	353	276	156	147	73	59	54	44	89	122	12	40	138
2021-05-08	164	434	310	456	357	202	190	94	76	70	57	115	158	15	52	147
2021-05-09	208	697	498	733	573	325	305	151	122	112	92	185	255	25	84	236

2021-05-10	71	258	184	271	212	120	113	56	45	41	34	68	94	9	31	51
2021-05-11	142	324	231	340	266	151	142	70	57	52	42	86	118	11	39	84
2021-05-12	120	387	276	407	318	180	169	84	68	62	51	102	141	13	46	98
2021-05-13	179	481	343	506	395	224	211	104	84	77	63	127	176	17	58	88
2021-05-14	160	449	321	472	369	209	197	97	79	72	59	119	164	16	54	147
2021-05-15	110	579	413	609	476	270	254	126	101	93	76	154	211	20	70	203
2021-05-16	176	564	403	593	464	263	247	122	99	91	74	150	206	20	68	177
2021-05-17	101	481	343	506	395	224	211	104	84	77	63	127	176	17	58	81
2021-05-18	176	462	330	486	380	215	202	100	81	74	60	122	169	16	55	93
2021-05-19	98	461	329	484	379	215	202	100	81	74	60	122	168	16	55	127
2021-05-20	135	417	298	438	343	194	183	90	73	67	55	110	152	15	50	59
2021-05-21	76	408	291	429	335	190	179	88	71	66	53	108	149	14	49	86
2021-05-22	69	576	411	605	474	268	252	125	101	93	76	153	210	20	69	86
2021-05-23	76	530	378	557	436	247	232	115	93	85	69	140	193	19	64	96
2021-05-24	125	415	296	436	341	193	182	90	73	67	54	110	151	14	50	138
2021-05-25	108	430	307	452	353	200	188	93	75	69	56	114	157	15	52	88
2021-05-26	93	343	245	360	282	160	150	74	60	55	45	91	125	12	41	37
2021-05-27	96	430	307	452	353	200	188	93	75	69	56	114	157	15	52	52
2021-05-28	106	444	317	467	365	207	194	96	78	71	58	118	162	15	53	51
2021-05-29	19	128	91	134	105	59	56	27	22	20	16	34	46	4	15	37
2021-05-30	20	111	79	116	91	51	48	24	19	17	14	29	40	3	13	27
2021-05-31	150	462	330	486	380	215	202	100	81	74	60	122	169	16	55	125
2021-06-01	133	469	335	493	385	219	205	102	82	75	61	124	171	16	56	56
2021-06-02	116	473	338	497	389	220	207	103	83	76	62	125	173	17	57	113
2021-06-03	49	231	165	243	190	107	101	50	40	37	30	61	84	8	27	37
2021-06-04	35	199	142	209	163	92	87	43	35	32	26	52	72	7	24	61
2021-06-05	150	483	345	508	397	225	212	105	85	78	63	128	176	17	58	147
2021-06-06	91	300	214	315	246	140	131	65	52	48	39	79	109	10	36	62
2021-06-07	42	292	208	307	240	136	128	63	51	47	38	77	106	10	35	34
2021-06-08	52	145	103	152	119	67	63	31	25	23	19	38	53	5	17	17
2021-06-09	79	294	210	309	241	137	129	64	51	47	38	78	107	10	35	25
2021-06-10	95	434	310	456	357	202	190	94	76	70	57	115	158	15	52	71
2021-06-11	130	545	389	573	448	254	239	118	95	88	71	144	199	19	65	83
2021-06-12	81	414	296	435	340	193	181	90	72	67	54	110	151	14	50	98
2021-06-13	228	785	561	825	646	366	344	171	138	127	103	208	287	28	94	149
2021-06-14	39	106	75	111	87	49	46	23	18	17	13	28	38	3	12	17
2021-06-15	100	422	301	443	347	197	185	91	74	68	55	112	154	15	51	66
2021-06-16	84	501	358	527	412	233	219	109	88	81	66	133	183	18	60	111
2021-06-17	130	532	380	559	437	248	233	115	93	86	70	141	194	19	64	66
2021-06-18	101	554	396	582	455	258	243	120	97	89	73	147	202	19	67	56
2021-06-19	64	506	361	532	416	236	222	110	89	81	66	134	185	18	61	96
2021-06-20	83	707	505	743	581	330	310	154	124	114	93	188	258	25	85	128
2021-06-21	95	368	263	387	302	171	161	80	64	59	48	97	134	13	44	46
2021-06-22	56	268	191	281	220	125	117	58	47	43	35	71	98	9	32	25
2021-06-23	120	523	373	550	430	244	229	114	92	84	69	139	191	18	63	127

2021-06-24	116	567	405	596	466	264	248	123	99	91	74	150	207	20	68	61
2021-06-25	81	295	210	310	242	137	129	64	51	47	38	78	107	10	35	86
2021-06-26	89	479	342	503	394	223	210	104	84	77	63	127	175	17	57	88
2021-06-27	105	530	378	557	436	247	232	115	93	85	69	140	193	19	64	76
2021-06-28	44	208	148	218	171	97	91	45	36	33	27	55	76	7	25	19
2021-06-29	52	228	163	239	187	106	100	49	40	36	30	60	83	8	27	24
2021-06-30	42	191	136	200	157	89	83	41	33	30	25	50	69	6	23	14
2021-07-01	56	228	163	239	187	106	100	49	40	36	30	60	83	8	27	49
2021-07-02	62	149	106	156	122	69	65	32	26	24	19	39	54	5	18	20
2021-07-03	100	228	163	239	187	106	100	49	40	36	30	60	83	8	27	35
2021-07-04	145	709	506	745	583	331	311	154	124	114	93	188	259	25	85	182
2021-07-05	143	722	516	759	594	337	316	157	127	116	95	192	264	25	87	194
2021-07-06	61	273	195	287	224	127	119	59	48	44	36	72	99	9	33	122
2021-07-07	52	257	183	270	211	120	112	56	45	41	33	68	94	9	31	56
2021-07-08	66	258	184	271	212	120	113	56	45	41	34	68	94	9	31	44
2021-07-09	42	150	107	157	123	70	65	32	26	24	19	39	54	5	18	17
2021-07-10	125	657	469	691	540	306	288	143	115	106	86	174	240	23	79	110
2021-07-11	127	652	466	685	536	304	286	142	114	105	86	173	238	23	78	125
2021-07-12	79	251	179	264	206	117	110	54	44	40	33	66	91	9	30	24
2021-07-13	108	365	260	383	300	170	160	79	64	59	48	97	133	13	44	52
2021-07-14	100	419	201	272	251	195	183	103	73	67	55	111	153	15	50	57
2021-07-15	100	375	245	398	263	175	164	110	66	60	49	99	137	13	45	88
2021-07-16	64	262	213	236	172	122	115	86	46	42	34	69	95	9	31	61
2021-07-17	83	392	306	451	273	183	172	143	68	63	51	104	143	14	47	83
2021-07-18	140	439	403	496	246	205	192	96	77	71	57	116	160	15	53	101
2021-07-19	83	356	257	319	300	166	156	113	62	57	46	94	130	12	43	42
2021-07-20	113	327	263	466	339	152	143	120	57	52	43	86	119	11	39	46
2021-07-21	122	324	186	295	294	151	142	111	57	52	42	86	118	11	39	41
2021-07-22	164	397	260	476	408	185	174	162	69	64	52	105	145	14	48	57
2021-07-23	132	442	268	527	360	206	194	145	77	71	58	117	161	15	53	88
2021-07-24	103	820	638	697	643	382	359	272	144	132	108	218	300	29	99	260
2021-07-25	149	314	218	285	177	146	137	61	55	50	41	83	114	11	37	27
2021-07-26	140	324	231	425	351	151	142	127	57	52	42	86	118	11	39	86
2021-07-27	66	306	231	339	353	142	134	105	53	49	40	81	111	11	37	81
2021-07-28	81	385	285	510	412	179	169	218	67	62	50	102	140	13	46	84
2021-07-29	54	268	191	281	220	125	117	115	47	43	35	71	98	9	32	34
2021-07-30	116	565	403	594	464	155	157	128	91	91	74	150	206	20	68	83
2021-07-31	199	857	612	901	705	397	376	314	116	138	113	227	313	30	103	199
2021-08-01	184	704	503	740	579	415	307	257	133	114	92	187	257	25	85	169
2021-08-02	56	505	361	531	415	191	147	176	96	81	66	134	184	18	61	73
2021-08-03	29	419	299	440	344	142	177	191	71	67	55	111	153	15	50	84
2021-08-04	17	341	243	358	280	196	189	150	79	55	45	90	124	12	41	125
2021-08-05	34	228	163	239	187	68	68	61	39	36	30	60	83	8	27	29
2021-08-06	8	329	235	346	270	189	194	150	22	53	43	87	120	11	39	91
2021-08-07	41	402	287	422	330	338	243	169	86	65	53	106	147	14	48	160

2021-08-08	71	322	230	338	265	164	209	162	79	52	42	85	117	11	38	113
2021-08-09	41	272	194	286	223	103	68	93	51	44	35	72	99	9	32	78
2021-08-10	29	316	225	332	260	182	149	152	46	51	41	84	115	11	38	61
2021-08-11	12	251	179	264	206	78	93	125	52	40	33	66	91	9	30	25
2021-08-12	17	177	126	186	145	101	105	101	37	28	23	47	64	6	21	19
2021-08-13	25	194	138	204	159	96	106	122	34	31	25	51	71	6	23	30
2021-08-14	62	299	213	314	246	116	91	122	71	48	39	79	109	10	36	76
2021-08-15	182	817	584	859	672	408	387	403	123	132	107	217	299	29	98	174
2021-08-16	101	469	335	493	385	120	170	184	79	75	61	124	171	16	56	71
2021-08-17	93	282	201	296	232	162	164	160	62	45	37	75	103	10	34	47
2021-08-18	89	270	193	284	222	126	118	98	47	43	35	71	98	9	32	56
2021-08-19	30	137	97	144	112	63	60	42	24	24	15	19	50	4	16	20
2021-08-20	123	246	175	258	202	114	107	122	43	19	24	68	90	8	29	73
2021-08-21	68	387	276	407	318	180	169	137	68	41	39	111	141	13	46	66
2021-08-22	20	44	31	46	36	20	19	22	7	0	0	44	16	1	5	10
2021-08-23	56	111	79	116	91	51	48	51	19	15	15	25	40	3	13	32
2021-08-24	84	349	249	367	287	162	153	113	61	73	12	62	127	12	42	51
2021-08-25	74	272	194	286	223	127	119	110	47	17	37	52	99	9	32	69
2021-08-26	69	231	165	243	190	107	101	118	40	32	29	69	84	8	27	29
2021-08-27	51	358	255	376	294	167	157	108	63	47	19	27	131	12	43	47
2021-08-28	137	484	346	509	398	226	212	338	85	351	348	381	177	17	58	277
2021-08-29	169	662	473	696	544	309	290	199	116	91	83	98	242	23	80	152
2021-08-30	71	228	163	239	187	106	100	142	40	25	19	57	83	8	27	46
2021-08-31	86	381	272	400	313	177	167	150	67	59	35	73	139	13	46	49
2021-09-01	10	68	48	71	55	31	29	42	11	20	10	44	24	2	8	20
2021-09-02	88	270	193	284	222	126	118	115	47	32	12	76	98	9	32	79
2021-09-03	132	361	258	379	297	168	158	79	63	57	39	96	132	12	43	86
2021-09-04	140	712	509	749	585	332	312	302	125	88	73	191	260	25	86	159
2021-09-05	81	397	283	417	326	185	174	128	69	86	59	150	145	14	48	128
2021-09-06	262	901	644	947	741	420	395	273	158	110	71	191	329	32	109	216
2021-09-07	127	419	299	440	344	195	183	155	73	39	39	98	153	15	50	51
2021-09-08	83	424	303	446	348	198	186	162	74	37	56	96	155	15	51	66
2021-09-09	39	79	56	83	65	36	34	37	13	0	0	12	28	2	9	10
2021-09-10	105	417	298	438	343	194	183	147	73	73	44	62	152	15	50	54
2021-09-11	149	820	586	862	674	382	359	280	144	101	74	211	300	29	99	170
2021-09-12	149	665	475	699	547	310	291	297	117	88	93	191	243	23	80	147
2021-09-13	86	417	298	438	343	194	183	184	73	67	55	110	152	15	50	54
2021-09-14	88	393	280	413	323	183	172	118	69	63	51	104	155	0	52	42
2021-09-15	93	245	175	257	201	114	107	62	43	39	32	65	118	14	44	15
2021-09-16	142	208	148	218	171	97	91	35	36	33	27	55	59	0	56	35
2021-09-17	66	219	156	230	180	102	96	44	38	35	28	58	98	0	22	66
2021-09-18	105	709	506	745	583	331	311	98	124	114	93	188	275	14	69	74
2021-09-19	199	787	562	827	647	367	345	88	138	127	103	209	284	42	89	145
2021-09-20	103	329	235	346	270	153	144	52	57	53	43	87	203	15	41	49
2021-09-21	95	405	289	426	333	189	177	39	71	65	53	107	108	7	34	69

2021-09-22	39	181	129	190	148	84	79	20	31	29	23	48	35	3	10	8
2021-09-23	83	273	195	287	224	127	119	29	48	44	36	72	71	19	30	24
2021-09-24	49	123	87	129	101	57	53	20	21	19	16	32	30	10	30	27
2021-09-25	152	785	561	825	646	366	344	137	138	127	103	208	272	30	84	181
2021-09-26	184	832	594	875	684	388	365	96	146	134	109	221	257	29	59	235
2021-09-27	98	380	271	399	312	177	166	62	66	61	50	101	125	10	47	105
2021-09-28	41	93	66	97	76	43	40	7	16	15	12	24	25	0	14	0
2021-09-29	122	444	317	467	365	207	194	51	78	71	58	118	110	20	30	25
2021-09-30	78	307	219	322	252	143	134	25	54	49	40	81	125	7	61	68
2021-10-01	84	358	255	376	294	167	157	19	63	57	47	95	118	15	39	61
2021-10-02	177	739	528	777	608	345	324	71	130	119	97	196	209	24	71	164
2021-10-03	128	532	380	559	437	248	233	41	93	86	70	141	184	19	61	130
2021-10-04	32	59	42	62	48	27	25	0	10	9	7	15	21	2	64	22
2021-10-05	66	209	149	219	172	97	91	17	36	33	27	55	76	7	7	39
2021-10-06	111	407	291	428	334	190	178	61	71	65	53	108	148	14	25	62
2021-10-07	110	468	334	492	385	218	205	59	82	75	61	124	171	16	49	81
2021-10-08	73	387	276	407	318	180	169	37	68	62	51	102	141	13	56	79
2021-10-09	122	527	376	554	433	246	231	42	92	85	69	140	192	18	46	105
2021-10-10	113	454	324	477	373	212	199	27	79	73	59	120	166	16	63	118
2021-10-11	138	498	356	523	409	232	218	27	87	80	65	132	182	17	54	145
2021-10-12	115	375	268	394	308	175	164	29	66	60	49	99	137	13	60	91
2021-10-13	138	351	250	369	288	163	154	49	61	56	46	93	128	12	45	78
2021-10-14	120	491	351	516	404	229	215	42	86	79	64	130	179	17	42	61
2021-10-15	103	489	349	514	402	228	214	20	86	79	64	130	178	17	59	73
2021-10-16	120	2110	1508	2219	1736	985	926	25	371	341	278	561	772	75	59	182
2021-10-17	132	581	415	611	478	271	255	19	102	94	76	154	212	20	255	165
2021-10-18	66	253	180	266	208	118	111	22	44	40	33	67	92	9	70	46
2021-10-19	84	410	293	431	337	191	179	15	72	66	54	109	150	14	30	46
2021-10-20	145	430	307	452	353	200	188	34	75	69	56	114	157	15	49	57
2021-10-21	111	471	336	495	387	219	206	49	82	76	62	125	172	16	52	132
2021-10-22	84	393	280	413	323	183	172	42	69	63	51	104	143	14	56	34
2021-10-23	142	545	389	573	448	254	239	47	95	88	71	144	199	19	47	147
2021-10-24	184	652	466	685	536	304	286	84	114	105	86	173	238	23	65	169
2021-10-25	42	211	150	221	173	98	92	5	37	34	27	56	77	7	78	17
2021-10-26	19	30	21	31	24	14	13	0	5	4	3	7	10	1	25	14
2021-10-27	42	98	70	103	80	45	43	3	17	15	12	26	35	3	3	2
2021-10-28	71	275	196	289	226	128	120	30	48	44	36	73	100	9	11	27
2021-10-29	61	278	198	292	228	129	122	7	48	45	36	73	101	10	33	27
2021-10-30	27	116	82	122	95	54	50	2	20	18	15	30	42	4	33	19
2021-10-31	192	658	470	692	541	307	288	39	115	106	86	175	240	23	14	110
2021-11-01	68	341	243	358	280	159	149	22	60	55	45	90	124	12	79	69
2021-11-02	84	348	248	366	286	162	152	10	61	56	45	92	127	12	41	57
2021-11-03	110	258	184	271	212	120	113	41	45	41	34	68	94	9	42	49
2021-11-04	69	189	135	198	155	88	82	19	33	30	24	50	69	6	31	51
2021-11-05	57	226	161	237	185	105	99	32	39	36	29	60	82	8	22	37

2021-11-06	103	538	384	565	442	251	236	56	94	87	71	143	196	19	27	159
2021-11-07	108	478	341	502	393	223	209	54	84	77	63	127	174	17	65	145
2021-11-08	83	316	225	332	260	147	138	52	55	51	41	84	115	11	57	54
2021-11-09	130	408	291	429	335	190	179	39	71	66	53	108	149	14	38	54
2021-11-10	118	245	175	257	201	114	107	27	43	39	32	65	89	8	49	41
2021-11-11	108	319	228	335	262	148	140	46	56	51	42	84	116	11	29	98
2021-11-12	29	42	30	44	34	19	18	2	7	6	5	11	15	1	38	22
2021-11-13	106	412	294	433	339	192	180	61	72	66	54	109	150	14	5	115
2021-11-14	137	365	260	383	300	170	160	74	64	59	48	97	133	13	49	122
2021-11-15	39	194	138	204	159	90	85	17	34	31	25	51	71	6	44	17
2021-11-16	68	184	131	193	151	85	80	30	32	29	24	48	67	6	23	46
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2021-11-18	123	398	284	418	327	185	174	51	70	64	52	105	145	14	25	71
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2021-11-20	127	311	222	327	255	145	136	41	54	50	41	82	113	11	24	93
2021-11-21	130	338	241	355	278	157	148	29	59	54	44	89	123	12	37	101
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2021-11-24	81	192	137	201	158	89	84	29	33	31	25	51	70	6	15	20
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2021-11-27	59	231	165	243	190	107	101	22	40	37	30	61	84	8	9	57
2021-11-28	62	172	122	180	141	80	75	19	30	27	22	45	62	6	27	66
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2021-11-30	49	149	106	156	122	69	65	20	26	24	19	39	54	5	16	22
2021-12-01	76	228	163	239	187	106	100	22	40	36	30	60	83	8	18	32
2021-12-02	57	196	140	206	161	91	86	29	34	31	25	52	71	7	27	20
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2021-12-04	54	216	154	227	177	100	94	22	38	34	28	57	79	7	14	100
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2021-12-12	147	272	194	286	223	127	119	17	47	44	35	72	99	9	12	76
2021-12-13	103	273	195	287	224	127	119	17	48	44	36	72	99	9	32	27
2021-12-14	101	270	193	284	222	126	118	27	47	43	35	71	98	9	33	41
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2021-12-16	116	258	184	271	212	120	113	24	45	41	34	68	94	9	23	59
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2021-12-18	37	83	59	87	68	38	36	5	14	13	10	22	30	2	38	46
2021-12-19	111	169	120	177	139	78	74	7	29	27	22	44	61	6	10	52
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2021-12-21	62	197	140	207	162	91	86	32	34	31	26	52	72	7	17	20
2021-12-22	54	138	98	145	113	64	60	7	24	22	18	36	50	4	23	24
2021-12-23	84	116	82	122	95	54	50	14	20	18	15	30	42	4	16	42
2021-12-24	49	143	102	150	117	66	62	2	25	23	18	38	52	5	14	25
2021-12-25	10	56	40	58	46	26	24	2	9	9	7	14	20	2	17	8
2021-12-26	108	356	254	374	292	166	156	54	62	57	46	94	130	12	6	98
2021-12-27	101	191	136	200	157	89	83	12	33	30	25	50	69	6	43	22
2021-12-28	108	246	175	258	202	114	107	44	43	39	32	65	90	8	23	39
2021-12-29	76	187	133	196	153	87	82	17	32	30	24	49	68	6	29	24
2021-12-30	57	155	110	163	127	72	68	2	27	25	20	41	56	5	22	32
2021-12-31	186	270	193	284	222	126	118	12	47	43	35	71	98	9	18	95
<b>TOTAL (804,721):</b>	<b>35,237</b>	<b>124,528</b>	<b>88,860</b>	<b>130,837</b>	<b>102,311</b>	<b>57,983</b>	<b>54,493</b>	<b>27,052</b>	<b>21,767</b>	<b>19,990</b>	<b>16,268</b>	<b>32,946</b>	<b>45,208</b>	<b>4,287</b>	<b>14,866</b>	<b>28,088</b>
PCT of Annual Estimate Total:	4.38	15.47	11.04	16.26	12.71	7.21	6.77	3.36	2.70	2.48	2.02	4.09	5.62	0.53	1.85	3.49