The key outcomes of this work included:

- Creation of a new data input tool that standardized the data formats and response options based on national protocols
- Creation of a new database with a linked site ID consistent with national protocols to prevent data duplication and loss
- Creation of a new web portal to view or download the existing count data
- Recommendations for 20 new count sites to generate a more representative count database, as counting to date has been focused on sidewalks and multiuse paths where high non-motorized volumes are expected
- Automated infrared counts can be multiplied by a correction factor of 1.16 to account for occlusion, but this factor is affected greatly by the social context of the pedestrian activity at the site – occlusion is more prevalent when pedestrians travel together in large groups.

All existing counts in Vermont were compiled into a new unified database, with four separate tables linked with other data nationwide. The average hourly volume of cyclists and pedestrians in Vermont provides an indication of travel together in large groups. Strava Metro data tracks about 0.8% of Vermont’s daily non-motorized travel. It can be a useful source of complete-screenline data when sidewalk or multiuse path counts need to be supplemented with roadway volumes.

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