

# Lehigh Valley Greenways Conservation Landscape SUCCESS STORY

By: Ironton Rail-Trail  
Oversight Commission  
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## Install Multi-Pedestrian/Cyclists Trail Counters

### SUMMARY

Members of the Ironton Rail-Trail Commission, in order to better meet the needs of walkers, joggers and cyclists, decided to install 2 Pedestrian/Cyclists Trail counters to assess the usage by location, direction, and count over time.

### FUNDING

**Grant Award:**  
**\$5,000.00**

**Match:**  
**\$5,429.97**

**Total Project Cost:**  
**\$10,429.97**

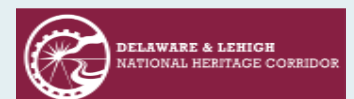
### PARTNERSHIP IS KEY

The 3 communities (Coplay Borough, North Whitehall and Whitehall Townships) that the IRT traverses issued letters of support to quantify the usage of the IRT.



### CHALLENGE

The Ironton Rail-Trail has experienced a significant increase in use in the past few years as more pedestrians and cyclists have discovered the local accessibility and pleasant environment of the IRT. Members of the Ironton Rail-Trail Oversight Commission agreed to quantify the usage of pedestrians and cyclists. This information will help the IRTOC assess the impact of trail usage on the environment and facilities (kiosks, benches, location signs, etc.) The trail counters give an accurate count of pedestrians and cyclists by time of day and day of week, including direction, which will help the IRTOC plan for future trail improvements. Counters were installed at the Chestnut St. and Portland St. Trailheads.



## SOLUTION

The impressive counts of pedestrians and cyclists on the IRT exemplifies the success of the IRT to provide a 9.2 mile “recreational linear park” through 3 communities and connecting with 12 community parks. The data from the trail counters quantifies the trail usage by location, day and hour. Members of the IRTOC will review this information over a period of time and assess the impact that this usage may indicate for future improvements to the trail.

## RESULTS

Over a 5 month period (Dec 9 thru May 20) the trail counter at the Chestnut St. Trailhead recorded 46,000 hits. The amount of clockwise traffic on the 5 mile Loop was 2 times the counterclockwise traffic. This may indicate that pedestrians, especially the bikers, take advantage of the 1 mile decline at N. Ruch St. instead of biking counterclockwise up the incline. After the bike sensors were installed May 30 the clockwise pedestrian and cyclist counts supported this observation. The 4 mile Spur trail counter at the Portland St. Trailhead registered 21,000 hits. The counts in and out of the Trailhead were the same. At both locations there are spikes early in the morning (jogging before going to work), at 10 am (retired citizens out for a walk or ride), a lunch break spike, and after the work day spike. Week ends are significantly higher counts. Further analysis of the data timeline may indicate additional information on the use of the trail.

### Contact



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