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## **APPENDIX B. TECHNICAL MEMORANDUM #2 – ENGAGEMENT SUMMARY**





FOR ALL IRON COUNTY

March 2025

# Safety Action Plan for All Iron County

Technical Memorandum #2 – Engagement Summary



# Safety Action Plan for All Iron County

Technical Memorandum #2 – Engagement Summary

March 2025

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## Statutory notice

### 23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



# TABLE OF CONTENTS

- 1. Introduction..... 1
- 2. Safety Action Plan Committee ..... 2
- 3. Stakeholder Engagement ..... 3
  - 3.1. Safety Launch Webinar ..... 3
  - 3.2. Geographic Focus Area Workshops..... 4
    - 3.2.1. GFA Workshop #1 – Safety Analysis..... 7
    - 3.2.2. GFA Workshop #2 – Strategies and Projects ..... 10
- 4. Community Outreach ..... 13
  - 4.1. Cedar City Traffic Safety Community Meeting..... 14
  - 4.2. Online Interactive Map ..... 15
    - 4.2.1. Interactive Map Update..... 16
  - 4.3. Public Online Survey ..... 16
    - 4.3.1. Survey Key Findings ..... 17
  - 4.4. Community Advertising..... 18
  - 4.5. Community Pop-Up Events ..... 19
    - 4.5.1. D & D Variety Stakeholder Outreach - December 20, 2024 ..... 19
    - 4.5.2. Parowan Birthday Party Luncheon – January 13, 2025 ..... 20
    - 4.5.3. SUU Men’s Basketball Game – January 23, 2025 ..... 20
- 5. Appendices..... 21
  - A. Safety Launch Meeting Materials ..... 21
  - B. GFA Workshops #1 Materials..... 21
  - C. GFA Workshops #2 Materials ..... 21
  - D. Interactive Map Data..... 21
  - E. Online Survey Data..... 21
  - F. Advertising Materials ..... 21



## LIST OF FIGURES

Figure 1. Iron County SAP Safety Launch Meeting .....	4
Figure 2. Iron County SAP Study Area and GFAs .....	6
Figure 3. Project Website Homepage .....	13
Figure 4. Cedar City Traffic Safety Community Meeting .....	14
Figure 5. Interactive Map .....	15
Figure 6. Interactive Map Update .....	16
Figure 7. Portion of the Online Survey.....	17
Figure 8. Project Information Flyer .....	18
Figure 9. D & D Variety Store Community Pop-Up .....	19
Figure 10. Parowan Birthday Party Luncheon Community Pop-Up .....	20
Figure 11. SUU Basketball Game Community Pop-up .....	20

## LIST OF TABLES

Table 1. Iron County SAP Committee Members .....	2
Table 2. Iron County SAP Geographic Focus Areas (GFAs) .....	5
Table 3. Workshop #1 Attendees.....	7
Table 4. Workshop #2 Attendees.....	10



## LIST OF APPENDICES

- A. Safety Launch Meeting Materials
- B. GFA Workshops #1 Materials
- C. GFA Workshops #2 Materials
- D. Interactive Map Data
- E. Online Survey Data
- F. Advertising Materials



# 1. INTRODUCTION

Iron County is preparing a Safety Action Plan (SAP) to develop a holistic, well-defined strategy to reduce roadway fatalities and serious injuries on roadways throughout Iron County. The SAP will analyze safety needs, identify high-risk locations and factors contributing to crashes, and prioritize strategies to address them.

To develop a more complete and effective SAP, Iron County and the project team engaged identified stakeholders and communities using various strategies to gather feedback and perspectives on transportation safety in Iron County.

A robust stakeholder engagement and community outreach plan was included in the SAP to ensure all users of the transportation system had the opportunity to inform and contribute to the SAP development, as well as detail their experiences using the transportation system in Iron County.

The engagement strategy of the Iron County SAP satisfies the Engagement and Collaboration element of an Action Plan, which is required as part of the FHWA Safe Streets and Roads for All (SS4A) grant program. Requirements for the Engagement and Collaboration element of a Safety Action Plan, as noted on previous FHWA Self-Certification Eligibility Worksheets within the SS4A grant program include:

Did the Action Plan development include ALL the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

Technical Memorandum #2 provides a summary of engagement efforts for the SAP including the SAP Committee, identified stakeholder engagement, and community outreach. The information and feedback gathered from engagement efforts have been used throughout the SAP to inform the safety analysis, recommended strategies, and potential project locations and improvements.



## 2. SAFETY ACTION PLAN COMMITTEE

Establishing an SAP Committee to oversee and be involved in the development, implementation, and monitoring of the plan is a requirement of the SS4A grant program. The Iron County SAP Committee comprised of representatives from local jurisdictions and the Utah Department of Transportation (UDOT). The Committee has met monthly to review, discuss, and coordinate SAP efforts. The Committee provided valuable information to identify key stakeholders and provided insights that guided the safety analysis approach, preferred countermeasure and safety strategies selection, and safety priorities for the SAP. The Committee will continue to monitor and coordinate SAP implementation. The Iron County SAP Committee members are listed in **Table 1**.

**Table 1. Iron County SAP Committee Members**

Name	Organization
Rich Wilson	Iron County
Reed Erickson	Iron County
Merilee Wilson	Iron County
Mike Bleak	Iron County Commission
Russell Robertson	Federal Highway Administration (FHWA)
Trevor Hart	Federal Highway Administration (FHWA)
Nate Wiberg	Five County Association of Governments
Cody Christensen	Five County Association of Governments
Rob Dotson	Enoch City
Kent Fugal	Cedar City
Dan Jessen	Parowan City
Todd Robinson	Paragonah Town
Tyler Allred	Kanarraville Town
Heidi Loveland	Kanarraville Town
Bret Howser	Brian Head Town
Shane Parashonts	Paiute Indian Tribe of Utah
Tracy Munson	Utah Department of Transportation (UDOT)
Chris Hall	Utah Department of Transportation (UDOT)
Cody Marchant	Utah Department of Transportation (UDOT)
Laurie Huntsman	Utah Zero Fatalities



### 3. STAKEHOLDER ENGAGEMENT

Iron County, the SAP Committee, and the project team engaged stakeholders to ensure those responsible for other aspects of the County's transportation network were included. To accompany transportation system users' feedback, stakeholders included planning, maintenance, and funding staff and any other community members who are responsible for creating communities where people enjoy living. Key stakeholders included City, Town, and agency staff, elected officials, advocacy groups, health departments, law enforcement and emergency responders, UDOT, school districts, business owners, and residents of Iron County. The SAP collected information from stakeholders and the community through a variety of engagement activities, summarized below.

#### 3.1. Safety Launch Webinar

The development of the SAP was initiated with a Safety Launch webinar on November 14<sup>th</sup>, 2024. More than 30 stakeholders representing varying stakeholder groups such as municipalities, Iron County, UDOT, health departments, advocacy groups, school districts, residents, and other organizations attended the event.

The project team introduced attendees to the SAP project, outlined how to get involved in the SAP, and shared the project website for viewing the SAP progress and collecting comments. The Safety Launch included an overview of desired project outcomes and described how local jurisdictions could support a regional safety commitment and prepare to submit SS4A grant applications to fund safety improvements in their communities. Figure 1 shows the virtual Safety Launch Meeting. A copy of the Safety Launch presentation and attendee list is included in Appendix A.





*Figure 1. Iron County SAP Safety Launch Meeting*

### 3.2. Geographic Focus Area Workshops

The Iron County SAP study area includes the entire County. For more detailed safety analysis and recommendations, the project team divided the County into five Geographic Focus Areas (GFAs). The GFAs are summarized in **Table 2** and shown in Figure 2.

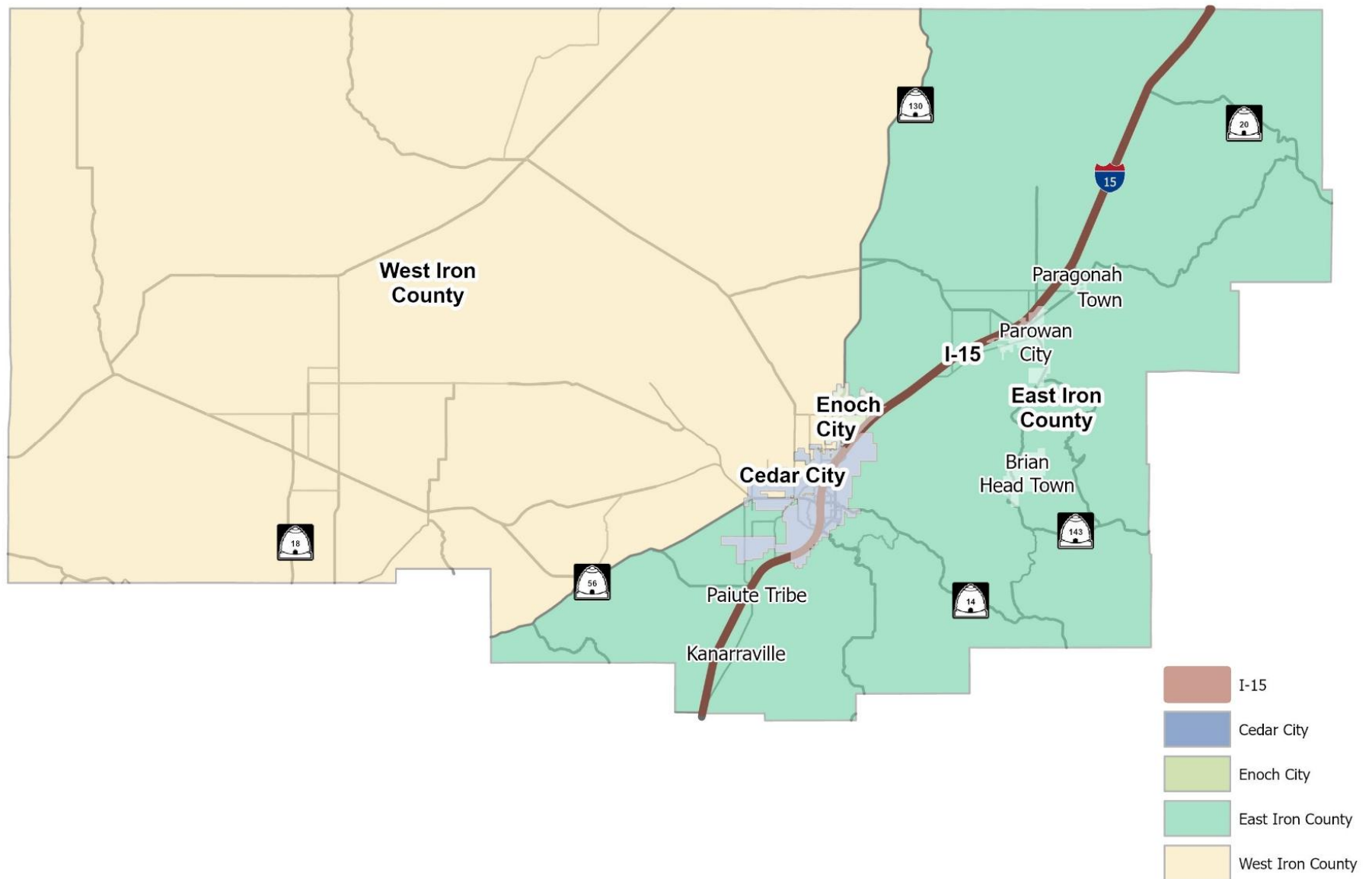
The project team hosted two rounds of planning workshops in each GFA to solicit feedback from key stakeholders and community members. These workshops provided insight on issues facing the residents of Iron County.



***Table 2. Iron County SAP Geographic Focus Areas (GFAs)***

Geographic Focus Area (GFA)	Areas or Jurisdictions Included
Cedar City	Cedar City (excluding I-15)
Enoch City	Enoch City (excluding I-15)
East Iron County	Parowan City Paragonah Town Kanarraville Town The Paiute Indian Tribe of Utah Unincorporated areas of Iron County, east of SR 130 and SR 56 (excluding Cedar City and Enoch City)
West Iron County	Unincorporated areas of Iron County, west of SR 130 and SR 56 (excluding Cedar City and Enoch City)
Interstate-15 (I-15)	From milepost 41 to milepost 101





**Figure 2. Iron County SAP Study Area and GFAs**



### 3.2.1. GFA Workshop #1 – Safety Analysis

The first round of GFA Workshops, or GFA Workshop #1 took place between December 3 – 5, 2024. A workshop was held in each GFA to provide an overview of the SS4A Grant Program, the Iron County SAP process, the project schedule and components, and the safety analysis results. A portion of the workshop was dedicated to gathering stakeholder and community feedback regarding the safety analysis results, including if stakeholders felt the analysis matched existing conditions, if their experiences were reflected in the analysis results, and if they had any insights or other information regarding the transportation safety. A copy of the workshop materials and compiled feedback are included in Appendix B.

At each GFA workshop, segments and intersections identified in the safety analysis as areas experiencing safety issues were reviewed using large maps to understand if the locations were consistent with stakeholder and community experiences. Attendees were asked to note any additional locations they felt have significant safety issues. Stakeholder input from GFA Workshop #1 was considered during the process of selecting locations for potential safety countermeasure projects. GFA Workshop #1 locations, attendees, and agencies represented in addition to the project team are summarized in **Table 3**.

**Table 3. Workshop #1 Attendees**

GFA	Agency Represented/Attendee
Enoch City GFA	<ul style="list-style-type: none"> <li>• Enoch City Manager - Rob Dotson</li> <li>• Enoch City Council - Deborah Lay</li> </ul>
Held at the Enoch City Offices on December 3, 2024	<ul style="list-style-type: none"> <li>• Enoch City Council - Bob Tingey</li> <li>• Enoch City Planning Commission Member - Delaine Findlay</li> <li>• Enoch City Planning Commission Chair - Leonard Correa</li> <li>• Enoch City Police Chief - Jackson Ames</li> <li>• Enoch City Building Inspector - Lynn Nielson</li> <li>• Enoch City Public Works – Hayden White</li> <li>• Enoch City Utilities - Carrie Horton</li> <li>• Iron County Engineer - Rich Wilson</li> <li>• Resident/Business Owner - BJ Knudson</li> </ul>



GFA	Agency Represented/Attendee
Interstate 15 (I-15) GFA  Held as part of the Iron County RPO Meeting – Enoch City Offices on December 3, 2024	<ul style="list-style-type: none"> <li>• Enoch City – Rob Dotson</li> <li>• UDOT – Tracy Munson</li> <li>• Parowan City – Dan Jessen</li> <li>• Cedar City – Kent Fugal</li> <li>• Iron County Planner– Reed Erickson</li> <li>• Iron County Engineer – Richard Wilson</li> <li>• Enoch City – Hayden White</li> <li>• Enoch City – Leonard Correa</li> <li>• Five County Association of Governments – Nate Wiberg</li> </ul>
West Iron County GFA  Held at the Newcastle Fire Station on December 4, 2024	<ul style="list-style-type: none"> <li>• Resident - Steven Christensen</li> <li>• Resident – Mr. Christensen</li> <li>• Resident - Mason Jones</li> <li>• Resident - Eric Jones</li> <li>• Resident - Don Forsyth</li> <li>• Newcastle Volunteer Firefighter</li> <li>• Iron County Engineer- Rich Wilson</li> </ul>
East Iron County GFA  Held at the Parowan City Offices on December 4, 2025	<ul style="list-style-type: none"> <li>• Parowan City Manager - Dan Jessen</li> <li>• Parowan City Mayor – Mollie Halterman</li> <li>• Parowan City Council - Sharon Downey</li> <li>• Parowan City Council – John Dean</li> <li>• Parowan Planning and Zoning - Troy Hoyt</li> <li>• Parowan Public Works – Aldo Biasi</li> <li>• Brian Head Resort - Dave Craner</li> <li>• Brian Head City Manager - Bret Howser</li> <li>• Kanarraville Town Clerk - Heidi Loveland</li> <li>• Iron County Engineer - Reed Erickson</li> </ul>
Cedar City GFA  Held at Festival Hall Conference Center on December 4, 2024	<ul style="list-style-type: none"> <li>• Cedar City Engineer – Kent Fugal</li> <li>• Parowan City – Kim Lovell</li> <li>• UDOT Region 4 Engineer – Tracy Munson</li> <li>• Iron County School District - Steve Burton</li> <li>• Cedar City Police Chief – Darren Adams</li> <li>• Iron County Commissioner – Marilyn Wood</li> </ul>



GFA	Agency Represented/Attendee
	<ul style="list-style-type: none"> <li>• Iron County/Cedar City Economic Development Director – David Johnson</li> <li>• Iron County Sheriff – Ken Carpenter</li> <li>• Intermountain Health - Trent Cuaresma</li> <li>• Iron County Planner - Reed Erickson</li> <li>• Iron County Engineer – Rich Wilson</li> </ul>

#### *3.2.1.1. Enoch GFA Workshop #1 Key Takeaways*

- Discussion on Midvalley Road including improved crossing locations, sidewalks and spaces for active transportation, utility considerations, and the intersection with Lund Highway.
- Noted areas of concern with vehicle speeding in residential neighborhoods and local streets.
- Noted areas with expected development and growth (Enoch City Recreation Complex, areas adjacent SR 130, SR 130 and Old Highway 91, etc.).
- Discussion regarding Old Highway 91 including commuter vehicle congestion, increased active transportation use (especially bicycles), pavement condition, and potential improvements.

#### *3.2.1.2. Interstate 15 (I-15) GFA Workshop #1 Key Takeaways*

- Discussion on interchange safety.
- Discussion on why I-15 is included in the safety analysis as part of the SAP, but that specific countermeasures or projects will not be identified for the area.

#### *3.2.1.3. West Iron County GFA Workshop #1 Key Takeaways*

- Near-miss crash locations, including intersections with SR 56 and vehicles pulling out in front of high-speed (and speeding) vehicles on SR 56.
- General vehicle speeding issues, particularly through Main Street in Newcastle and near the elementary school.
- Concerns with future freight traffic and how SR 56 is used as an alternative route from Nevada.
- Discussed a need for bus pullout locations along SR 56.

#### *3.2.1.4. East Iron County GFA Workshop #1 Key Takeaways*

- Coordination of identified countermeasures and projects with the recently completed Transportation Master Plan and Active Transportation Plan.
- SR 143 (200 South) and SR 274 (Main Street) being the primary gateways to Brian Head and the expected growth and traffic volume increases.
- The need for safe school and pedestrian crossings in Paragonah, Kanarraville, and other locations in Parowan.



- Incorporating recommendations from the Brian Head Commercial Corridor Transportation study for SR 143 in Brian Head.

#### 3.2.1.5. *Cedar City GFA Workshop #1 Key Takeaways*

- Implementing identified recommendations from UDOT's Road Safety Audit around SUU campus.
- Adjacent development to Lund Highway, SR 56, Cross Hollow Road, etc. and appropriate countermeasures for residential areas.
- Intersection safety concerns on SR 56, Main Street (SR-130), Iron Springs Road, etc.

#### 3.2.2. GFA Workshop #2 – Strategies and Projects

The second round of GFA workshops, or GFA Workshop #2 occurred between February 19 – 20, 2025. The purpose of this workshop was to solicit feedback concerning the selected safety countermeasures and project locations. A copy of the workshop materials and compiled feedback is included in Appendix C.

At each workshop, locations previously identified in GFA Workshop #1 as the high-risk network were reviewed using large maps and accompanied by project information sheets summarizing the identified safety concerns, contributing factors at that particular location, and the identified strategies and countermeasures recommended for that location. Stakeholders were asked about the viability of each proposed safety improvement and to note any additional locations or countermeasures that could be included in the SAP. Stakeholder input from GFA Workshop #2 was used to refine potential project locations, countermeasure recommendations, and opinions of probable costs. GFA Workshop #2 details and agencies represented are summarized in **Table 4**. Note, a Workshop #2 was not held with the I-15 GFA as I-15 is a state-managed roadway and UDOT, as a state DOT, is not eligible for SS4A Grant Program funding. Project strategies and countermeasures were not identified for I-15.

**Table 4. Workshop #2 Attendees**

GFA	Agency Represented/Attendee
East Iron County GFA  Held at the Parowan City Offices on February 19, 2025	<ul style="list-style-type: none"> <li>• Parowan City Council - David Burton</li> <li>• Parowan City Mayor - Mollie Halterman</li> <li>• Iron County Engineer - Rich Wilson</li> <li>• Kanarraville Town Clerk - Heidi Loveland</li> <li>• Parowan City Manager - Dan Jessen</li> <li>• Parowan City Council - John Dean</li> </ul>



GFA	Agency Represented/Attendee
West Iron County GFA  Held at the Newcastle Fire Station on February 19, 2025	<ul style="list-style-type: none"> <li>• Iron County Planner – Reed Erickson</li> <li>• Iron County Sheriff - Ken Carpenter</li> <li>• Dixie Power - Jed Gardner</li> <li>• Newcastle Fire Department - Wayne Peterson</li> <li>• Newcastle Fire Department - Layne Anderson</li> </ul>
Cedar City GFA  Held at Festival Hall Conference Center on February 20, 2025	<ul style="list-style-type: none"> <li>• SUU Facilities Manager - Ben Johnson</li> <li>• Cedar City Fire Marshal - Mike Shurtz</li> <li>• Southwest Utah Public Health Department - Savannah Nelson</li> <li>• Cedar City Manager - Paul Bittmenn</li> <li>• Cedar City Engineer - Kent Fugal</li> <li>• Iron County Engineer – Richard Wilson</li> <li>• Iron County Emergency Manager - George Colson</li> <li>• Intermountain Health - Trent Cuaresma</li> <li>• SUU Assistant Professor - Justin DeBlauw</li> <li>• UDOT Region 4 Planning Manager - Chris Hall</li> <li>• Cedar City Council - Scott Phillips</li> </ul>
Enoch City GFA  Held at the Enoch City Offices on February 20, 2025	<ul style="list-style-type: none"> <li>• Enoch City Council - Debra Ley</li> <li>• Enoch City Council - David Harris</li> <li>• UDOT Region 4 Planning Manager - Chris Hall</li> <li>• Iron County Planner – Reed Erickson</li> <li>• Iron County Engineer – Richard Wilson</li> <li>• Enoch City Manager - Rob Dotson</li> <li>• Enoch City Public Works – Hayden White</li> <li>• Resident/Business Owner - BJ Knudson</li> </ul>

### 3.2.2.1. *East Iron County GFA Workshop #2 Key Takeaways*

- Discussion regarding improvements to Main Street in Parowan, including:
  - Intersection realignment at SR 271 and SR 274.
  - Active transportation considerations including improved crossing locations and connections to the regional active transportation network and parks.
- The expected increase of visitors to Brian Head, tripling the current number of visitors.



- Discussion on improvements to SR 143 (200 South) in Parowan including a current sidewalk infill project, adjacent new developments incoming, and the ultimate cross section including a shared-use path.
- The need for enhanced pedestrian crossings on Main Street in both Paragonah and Kanarraville.
- Future commercial growth near the interchanges and ensuring safety is incorporated into future changes.

#### *3.2.2.2. West Iron County GFA Workshop #2 Key Takeaways*

- Turn lane needs off of SR 56 at multiple locations.
- SR 56 identified safety need areas including rural intersections, curves, passing/climbing lanes, passing zones, striping, signage, and rumble strips.
- Discussion on bus pullout improvements.
- Discussion on potential shoulder widenings and specifically the increased bicycle traffic on SR 56 between Cedar and Newcastle.

#### *3.2.2.3. Cedar City GFA Workshop #2 Key Takeaways*

- Considerations for fire trucks' ability to navigate intersections and other infrastructure changes.
- School zone safety needs to be prioritized with sidewalk infill projects, enhanced crossing locations, and better visibility of pedestrians to motorists.
- Space for active transportation (sidewalks, trails, crossings, bike lanes, etc.).
- Consider safety strategies like crosswalk visibility and the use of flashing signage or beacons.
- Discussion of shoulder widening and the safety to bicyclists and motorists. Where possible, separated bicycle lanes are preferred.
- Edits recommended to the project information sheets to make them more readable and digestible for the agencies that will be using them.

#### *3.2.2.4. Enoch City GFA Workshop #2 Key Takeaways*

- Attendees discussed the project information sheets for identified locations:
  - Midvalley Road from Lund Highway to Old Hwy 91
  - SR-130 from 3000 North to Midvalley Road
  - SR-130 from Midvalley Road to 6400 North
  - Old Highway 91 from SR-130 to Midvalley Road
  - 4200 North from SR-130 to Half Mile Road
  - 3600 North from Bulldog Road to SR-130
  - Lund Highway from SR-56 to Midvalley Road



- General consensus on identified strategies and countermeasures. Some project areas may be expanded.
- Discussion on crossing enhancements and safety, including space for active transportation users.

## 4. COMMUNITY OUTREACH

Soliciting input from the public provides an understanding of individuals' unique experiences, which better informs the strategies and proposed safety improvement projects.

Opportunities for the public to provide input on the SAP were focused on virtual engagement with a project website, interactive map, community survey, and social media outreach. The project website<sup>1</sup> provided the public with project information, study area maps, an interactive map where they could leave comments and suggestions, the community survey, event details, and a set of frequently asked questions. The website went live in November 2024, and as of March 20, 2025, there were a total of 938 unique site visits. December 5<sup>th</sup> had the highest amount of activity with 293 visitors, when the website was actively advertised at the GFA workshops.



*Figure 3. Project Website Homepage*

<sup>1</sup> Safety Action Plan for All Iron County. <https://www.ironcountysafetyplan.com/>



## 4.1. Cedar City Traffic Safety Community Meeting

The project team attended the Cedar City Traffic Safety Community Meeting organized by the Utah Department of Public Safety Highway Safety Office. The event was held at the Southern Utah University Hunter Alumni Center on October 17, 2024. This was the first public event the project team attended to engage with the community. The meeting included representatives from Cedar City, Utah Highway Patrol, UDOT, Zero Fatalities, Southwest Utah Public Health Department, and Cedar City and SUU Police. The event was open to all and attended by students, faculty and residents of the community. The intent of the event was to share information and collect feedback from participants on ways to improve transportation safety in Iron County. Members of the project team shared information about the SAP, directed them to the project website, and asked for participation in a survey. During the event, the project team collected 25 surveys, had one-on-one conversations with participants, and visited with students.



**Figure 4. Cedar City Traffic Safety Community Meeting**



## 4.2. Online Interactive Map

An online interactive map embedded into the project website was used to aggregate public comments and highlight potential locations for safety-focused improvements. The mapping tool allowed respondents to comment on four categories: bicycle safety, pedestrian safety, vehicle safety or other feedback and place those comments to wherever they navigated to on the map.

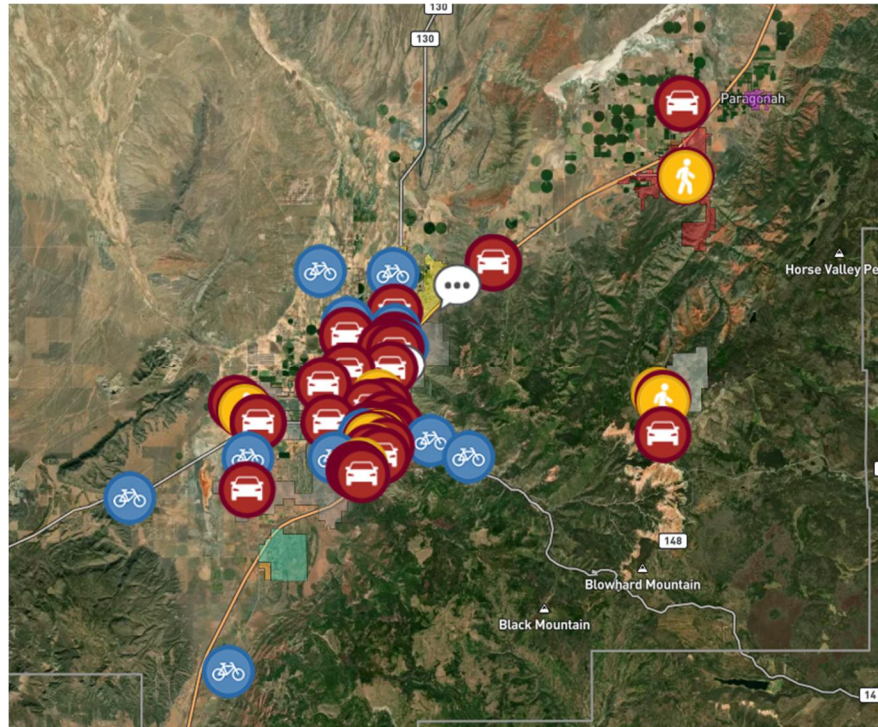
There were 95 unique comments submitted on the interactive map during the comment period. Of the 95 comments, the total of each category was as follows:

- Bicycle Safety: 16
- Pedestrian Safety: 22
- Vehicle Safety: 54
- Other Feedback: 3

A full list of the map comments is provided in Appendix D.

Common locations noted as concerns on the map include:

- Highway 91 (Old Highway 91)
- SR 130, Cedar City and Enoch City
- 600 South, Cedar City
- Lund Highway
- Main Street Cedar City
- SR 130 and 3000 North Intersection



**Figure 5. Interactive Map**

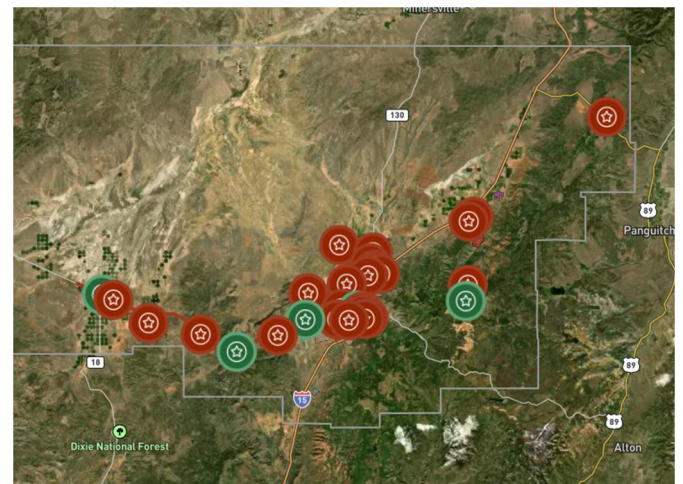


Typical issues and safety concerns recorded in the comments include:

- Pedestrian and bicyclist safety including the need for dedicated bike lanes, active transportation space and separation from vehicle traffic/risky intersections, and crossings.
- Road conditions: rough surface conditions, narrow roadways, and worn or faded pavement markings.
- Traffic congestion: signal timing, risky intersections, and the need for turn lanes.
- Visibility: sight obstructions including vegetation, signage, and the need for lighting.
- Compliance: motorists not obeying traffic laws, concerns with driver speeding, and stop sign compliance.

#### 4.2.1. Interactive Map Update

On February 18, 2025, the interactive map was updated to reflect the locations of potential safety improvement projects for identified roadways and intersections. These projects were open for public comment to help inform the potential project locations and components.



**Figure 6. Interactive Map Update**

#### 4.3. Public Online Survey

Along with the interactive map, an optional survey allowed respondents to provide their thoughts about transportation safety in Iron County. Respondents were asked their primary mode of travel, their preferred top safety improvements, and top three safety concerns. There were 374 unique responses submitted. On average, it took respondents five minutes to complete the survey, and 100% of the people that began the survey completed it. A copy of the survey and a record of survey feedback is included in Appendix E.





**SAFETY  
ACTION  
PLAN**  
FOR ALL IRON COUNTY

**Iron County Safety Action Plan Survey**

1. Do you travel on Iron County roadways?

☐ Yes

☐ No

2. What modes of transportation do you use regularly? (select all that apply)

☐ Personal vehicle

☐ Bike

☐ Walk

☐ Bus

**Figure 7. Portion of the Online Survey**

### 4.3.1. Survey Key Findings

The following findings and trends were noted from the survey responses:

- Most respondents (99%) indicated they regularly use a personal vehicle as a form of transportation.
  - 59% of respondents indicated they regularly walk as a form of transportation.
  - 32% of respondents indicated they regularly bike as a form of transportation.
- Respondents identified distracted driving, people ignoring traffic laws, and blocked views as the most concerning safety issues.
  - Distracted driving (65%).
  - People ignoring traffic laws while driving (60%).
  - View blocked when turning (51%).
- Most respondents (94%) indicated they are a resident of Iron County.
- Of the respondents that answered the demographic questions, 51% identified as female and 44% identified as male.
- The majority of respondents (83%) identified as white or Caucasian.
- The most frequently requested roadway improvements:
  - Additional bike lanes.
  - Improved intersections.
  - School zone safety improvements.
  - Improved lighting.



- 




# SAFETY ACTION PLAN

## FOR ALL IRON COUNTY

### WHAT IS A SAFETY ACTION PLAN?

Iron County, in partnership with surrounding communities, is preparing a county-wide transportation Safety Action Plan. The Safety Action Plan will analyze transportation safety needs, identify high-risk locations and factors contributing to crashes, and prioritize strategies and improvements to address them. The goal of the plan is to help reduce traffic fatalities and serious injury crashes throughout Iron County.

### WE WANT YOUR FEEDBACK

If you walk, bike, drive, or roll anywhere in Iron County, we would like your input. Your feedback will help identify community needs and areas where safety improvements will enhance the transportation system. How do you typically move around the County? What or where are the issues you encounter? What are some ideas you may have to improve safety?

**Please scan the QR Code to complete a survey and leave your comments on an interactive map.**



**Visit the project webpage at:**  
[\*\*\*IronCountySafetyPlan.com\*\*\*](http://IronCountySafetyPlan.com)










**Figure 8. Project Information Flyer**



- Flyers and table tents were delivered to public buildings and services in each GFA, including:
  - Iron County Sheriff's Office
  - Cedar City Police
  - Enoch City Police
  - Newcastle Fire Station
  - Parowan Police
  - City or Town offices for Cedar City, Kanarrville Town, Enoch City, Parowan City, Brian Head Town and Paragonah Town

Copies of the advertisement materials are included in Appendix F.

## 4.5. Community Pop-Up Events

Members of the project team hosted several community “pop-up” events at locations around Iron County between December 2024 and January 2025. The purpose of these outreach events was to share project information and encourage feedback from individuals who may not participate online or at other meetings.

### 4.5.1. D & D Variety Stakeholder Outreach - December 20, 2024

The D & D Variety store is located in Cedar City on Highway 56. The owners of the store are supportive of the safety action plan. In addition to the project representatives, the owners encouraged patrons to fill out surveys and get involved in the SAP by providing feedback for the project.



*Figure 9. D & D Variety Store Community Pop-Up*



#### 4.5.2. Parowan Birthday Party Luncheon – January 13, 2025



This event is held every year in Parowan City. Project representatives set up a table to share project information, answer questions, share a brief overview of the SAP efforts to the assembled group, and distribute SAP fliers to participants. Some participants took posters to place throughout the City including the Post Office.

**Figure 10. Parowan Birthday Party Luncheon Community Pop-Up**

#### 4.5.3. SUU Men's Basketball Game – January 23, 2025

The game took place in the America First Arena on the SUU campus. Project representatives set up a table outside the arena before the game started. As fans entered the facility, project representatives distributed surveys and project fliers. Many fans agreed to fill out paper surveys, others scanned the QR code on the project poster and increased the traffic to the project website.



**Figure 11. SUU Basketball Game Community Pop-up**



## 5. APPENDICES

- A. Safety Launch Meeting Materials
- B. GFA Workshops #1 Materials
- C. GFA Workshops #2 Materials
- D. Interactive Map Data
- E. Online Survey Data
- F. Advertising Materials



## Appendix A

### Safety Launch Meeting Materials



# SAFETY ACTION PLAN FOR ALL IRON COUNTY REGIONAL SAFETY LAUNCH MEETING

November 14<sup>th</sup>, 2024





# WELCOME!





# Meeting & Project Purpose

*Prepare a transportation Safety Action Plan for all Iron County*



FOR ALL IRON COUNTY

- Iron County
- Cedar City
- Enoch City
- Parowan City
- Paiute Indian Tribe of Utah
- Brian Head Town
- Paragonah Town
- Kanarraville Town
- Utah Department of Transportation



# Meeting Agenda



Introductions



Safe Streets and Roads for All (SS4A) Program



Safe System Approach



Safety Action Plan (SAP) Overview



Geographic Focus Areas



What Have We Learned So Far



# What is a Safety Action Plan?



## **Goal**

Reduce traffic fatalities and serious injury crashes throughout all Iron County



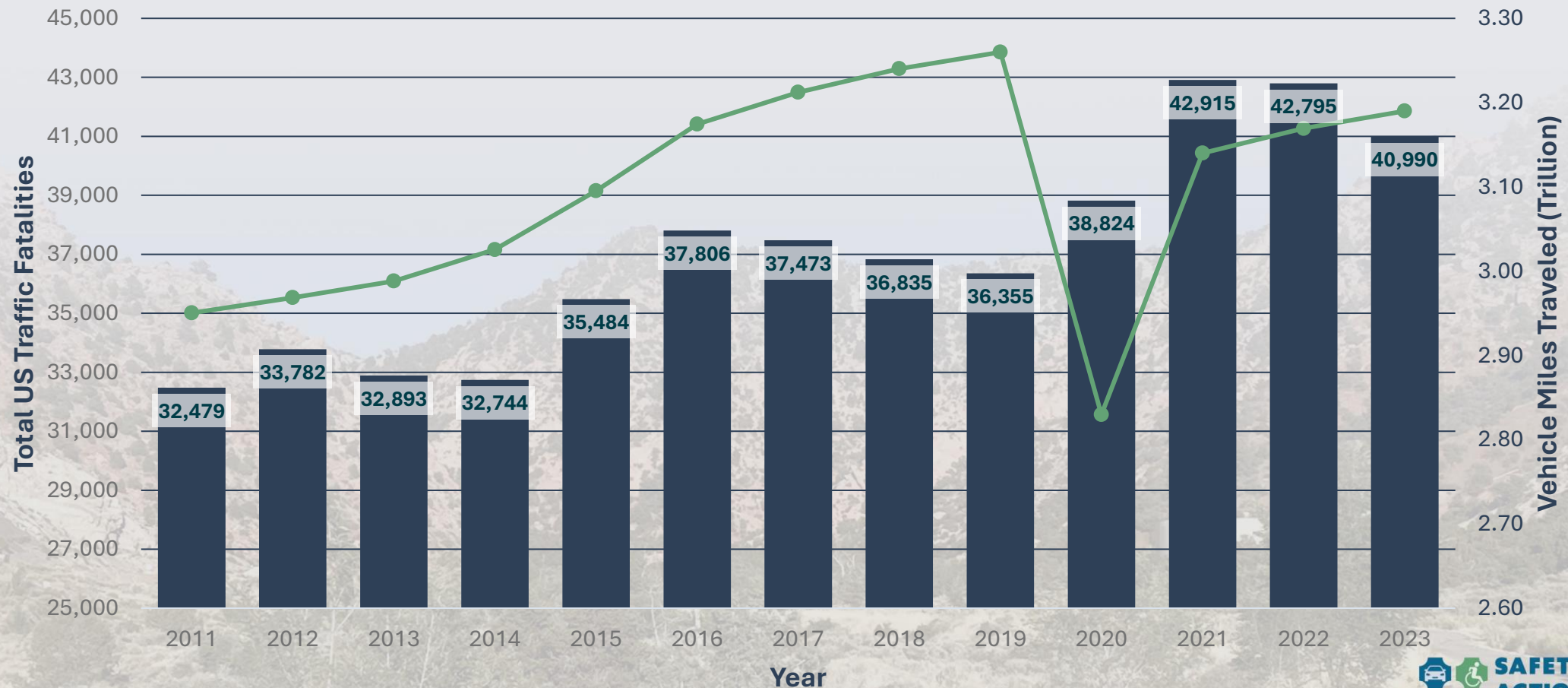
## **Elements of a Safety Action Plan**

A Safety Action Plan analyzes safety needs, identifies high-injury and high-risk locations and factors contributing to crashes, and prioritizes strategies and improvements to address them.



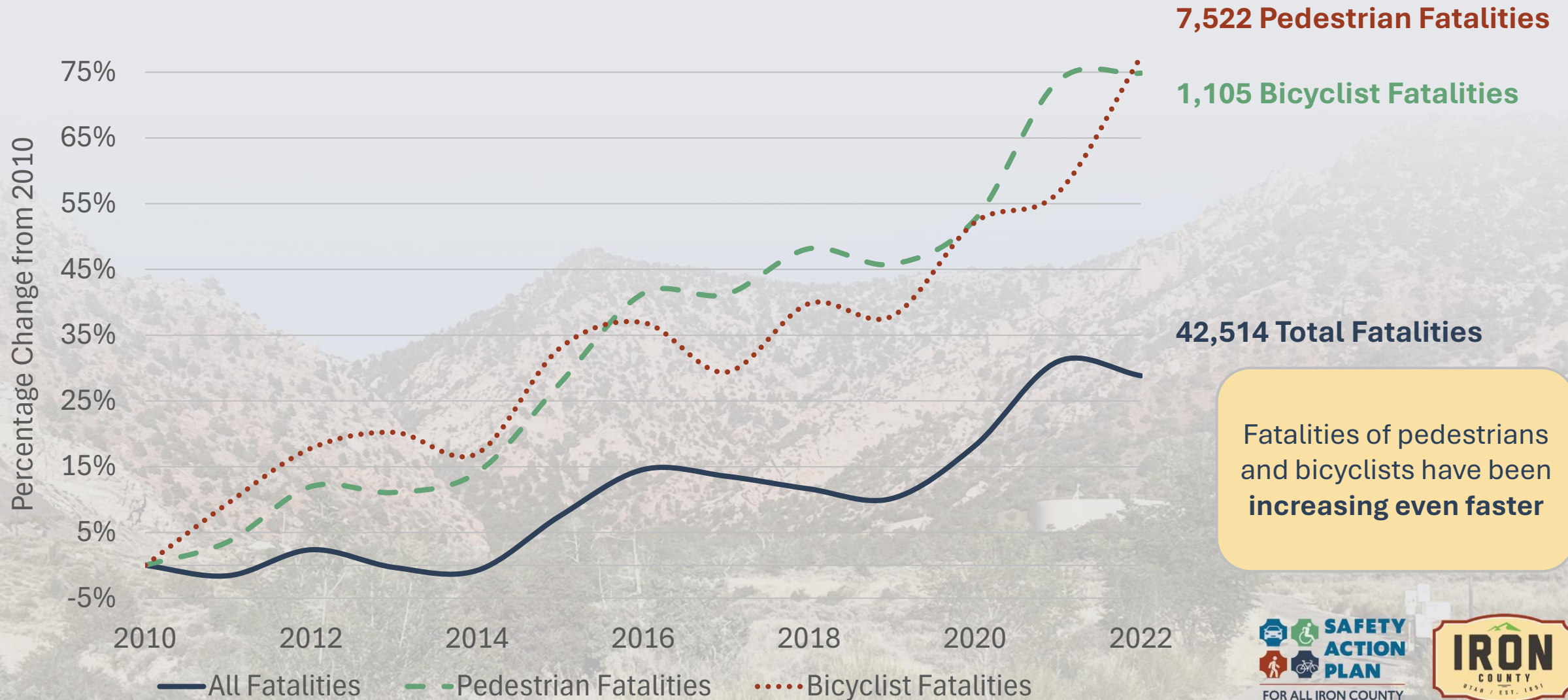
# Why are Safety Action Plans Needed?

Total US Traffic Fatalities and VMT (2011-2023)





# We Have a National Roadway Safety Problem





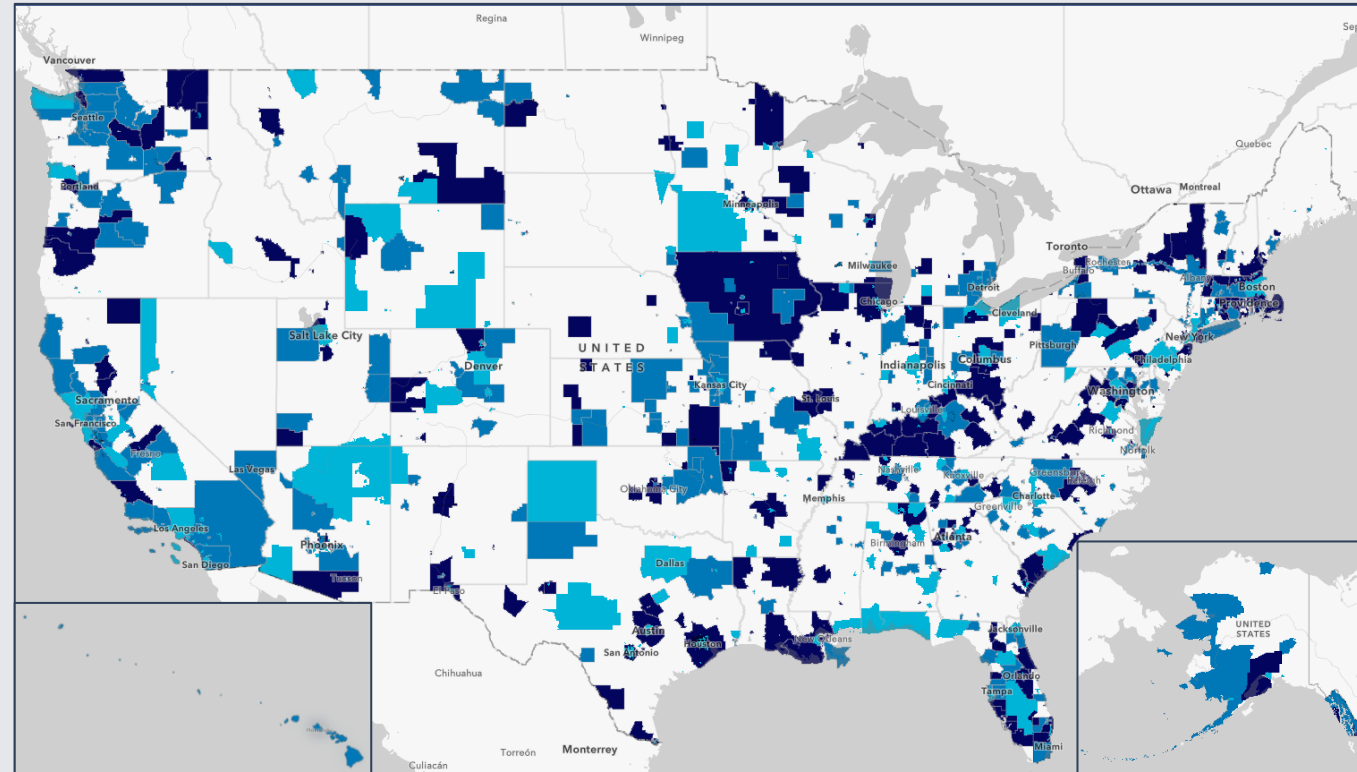
# Safe Streets and Roads for All (SS4A) Grant Program





# Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law (BIL) established SS4A grant program
  - \$5 billion over 5 years (FY22-26)
  - Two grant types:
    - Planning & demonstration
    - Implementation

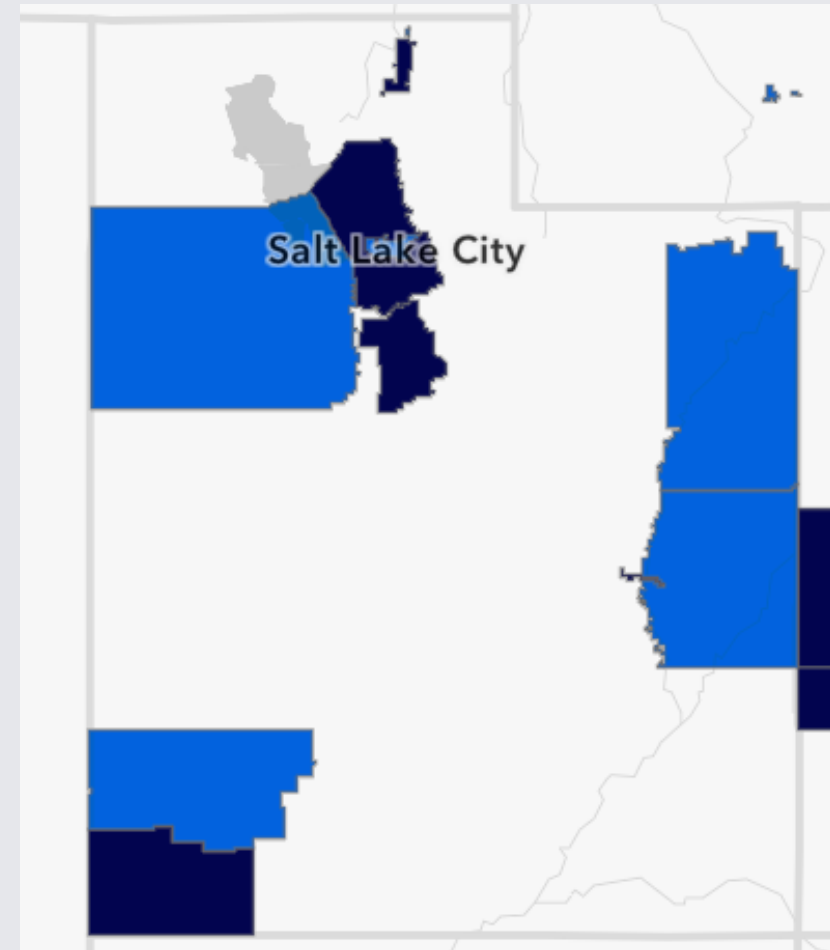


Source: USDOT



# Safe Streets and Roads for All (SS4A)

- Cache Metropolitan Planning Organization
- Cedar City
- City of Green River
- City of Moab
- City of Orem
- Five County Association of Governments
- **Iron County**
- Mountainland Association of Governments
- Richmond City
- Salt Lake City
- Tooele County
- Uintah County
- Wasatch Front Regional Council



Source: USDOT





# SS4A Self-Certification Eligibility Checklist

## A Safety Action Plan must include the following:

- ☑ Safety Analysis
  - ☑ Existing conditions and historical trends
  - ☑ Crashes by location, severity, and contributing factor
  - ☑ Systemic and specific safety needs
  - ☑ Geospatial identification of higher risk locations
- ☑ Identification of comprehensive set of projects and strategies



# SS4A Self-Certification Eligibility Checklist

## ..And must complete 4 of the 6 elements:

1. Leadership Commitment
  - ☒ Governing body publicly commit to a zero fatalities and serious injury goal
2. Plan Development
  - ☒ Committee charged with plan development, implementation, and monitoring
3. Development Activities
  - ☒ Engagement with public and relevant stakeholders
4. Equity
  - ☒ Data-driven, inclusive, and representative processes
5. Policies, Plans, Guidelines, and/or Standards
  - ☒ Assessment policies, plans, guidelines, and/or standards
6. Progress
  - ☒ Description on how progress will be measured over time



# Safe System Approach





# Safe System Approach

**Safe Road Users**



**Safe Vehicles**



**Safe Speeds**



**Safe Roads**



**Post-Crash Care**





# Safe System Approach Elements



**Death and Serious Injuries  
are Unacceptable**



**Responsibility is Shared**



**People Make Mistakes**



**Humans are Vulnerable**



**Safety is Proactive**



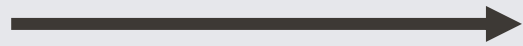
**Redundancy is Crucial**



# Where are we on the safe system journey?

## Traditional approach

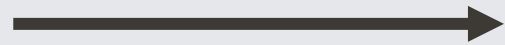
Prevent crashes



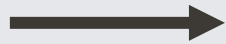
Improve human behavior



Control speeding



Individuals are responsible



React based on crash history



## Safe system approach

Prevent death and serious injuries

Design for human mistakes and limitations

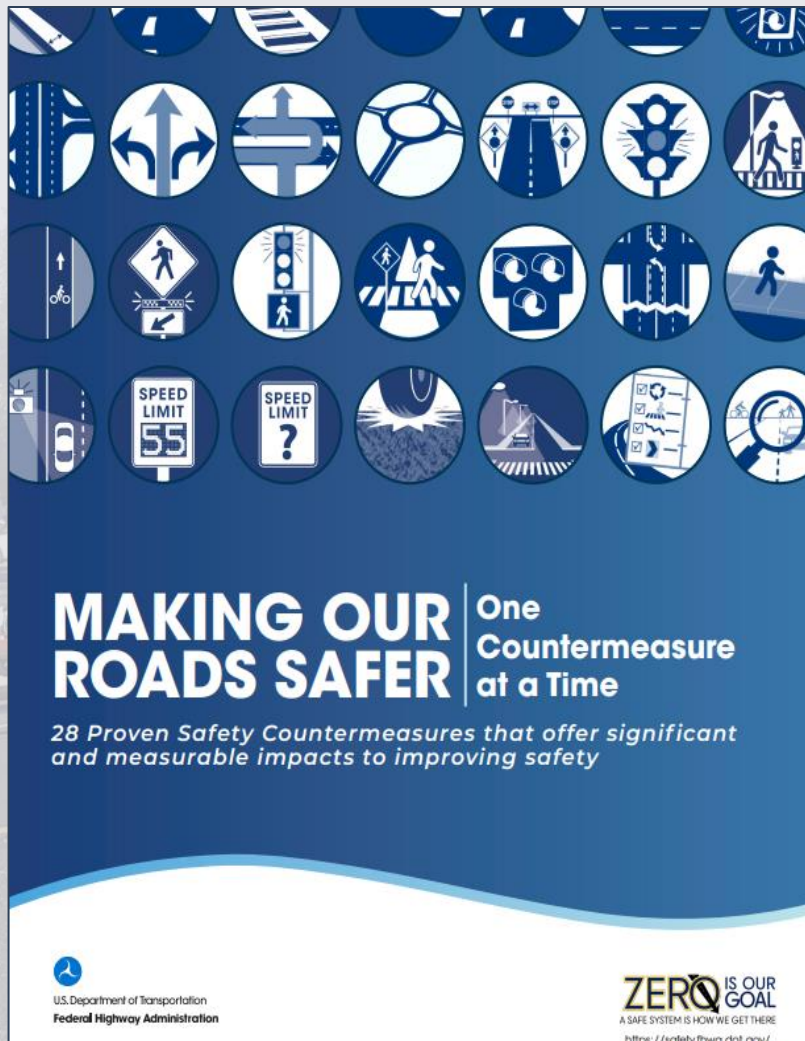
Reduce system kinetic energy

Share responsibility

Proactively identify and address risks



# Double Down on What Works



“Transportation agencies are strongly encouraged to consider widespread implementation of proven safety countermeasures to accelerate the achievement of local, state, and national safety goals.”

– US Department of Transportation





# Rural Focus

Rural agencies and communities should consider addressing at least one of four focus areas:

- Roadway Departure
- Pedestrian/Bicyclist
- Intersections
- Speed Management





# FHWA Proven Safety Countermeasures



Crosswalk Visibility Enhancements



Rumble Strips and Striping



Roundabouts

<https://highways.dot.gov/safety/proven-safety-countermeasures>



# Implementing the Safety System Approach is our shared responsibility, and we all have a role.



[www.pedbikeimages.org/DanBurden](http://www.pedbikeimages.org/DanBurden)



[www.pedbikeimages.org/DanBurden](http://www.pedbikeimages.org/DanBurden)



[www.pedbikeimages.org/MikeCynecki](http://www.pedbikeimages.org/MikeCynecki)



Deseret News/Brice Tucker

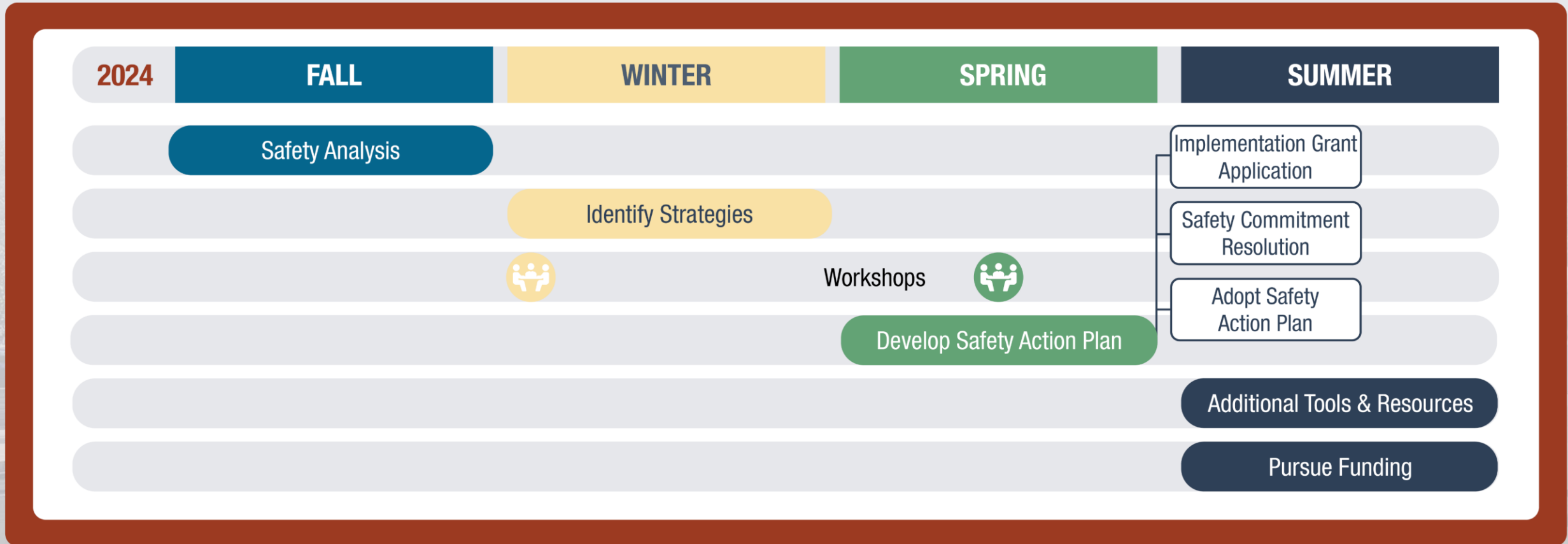


# Safety Action Plan for All Iron County





# Safety Action Plan Overview



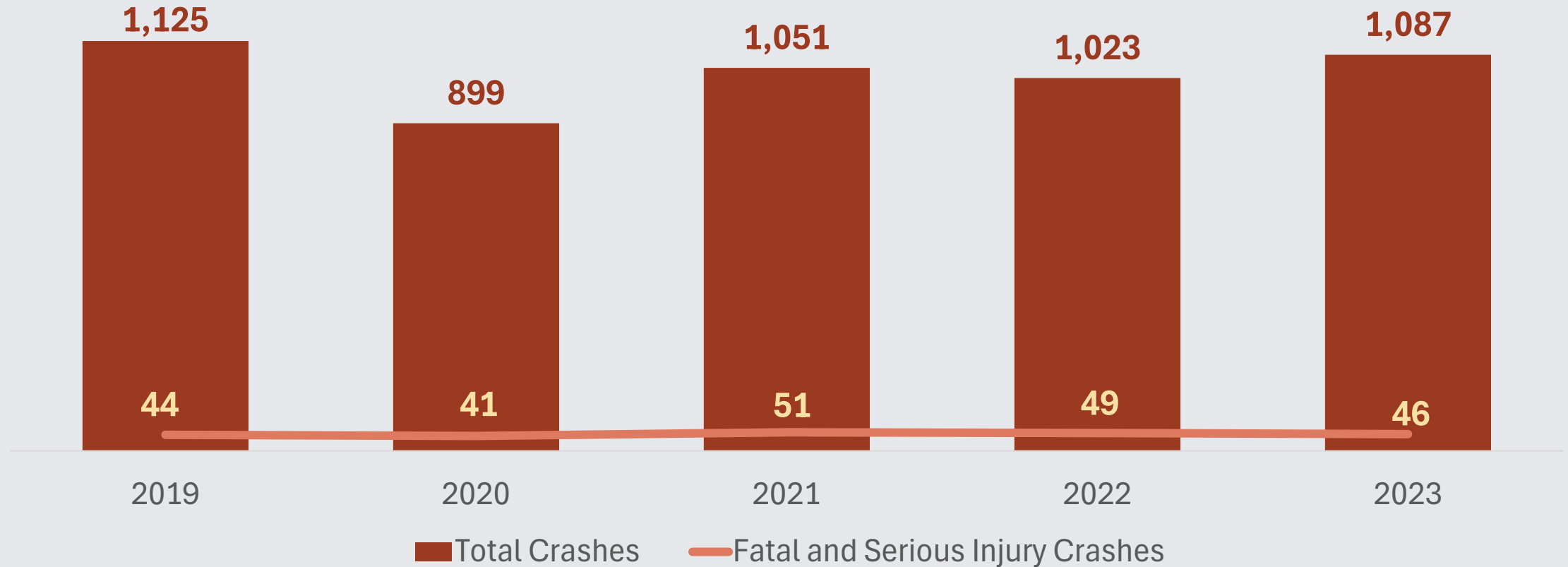


1. Cedar City
2. Enoch City
3. East Iron County
  - I. Kanarraville Town
  - II. Paragonah Town
  - III. Parowan City
  - IV. Brian Head Town
  - V. Paiute Indian Tribe of Utah
  - VI. Unincorporated Iron County, east of SR 130
4. West Iron County
  - I. Unincorporated Iron County, west of SR 130
5. Interstate 15 (I-15)



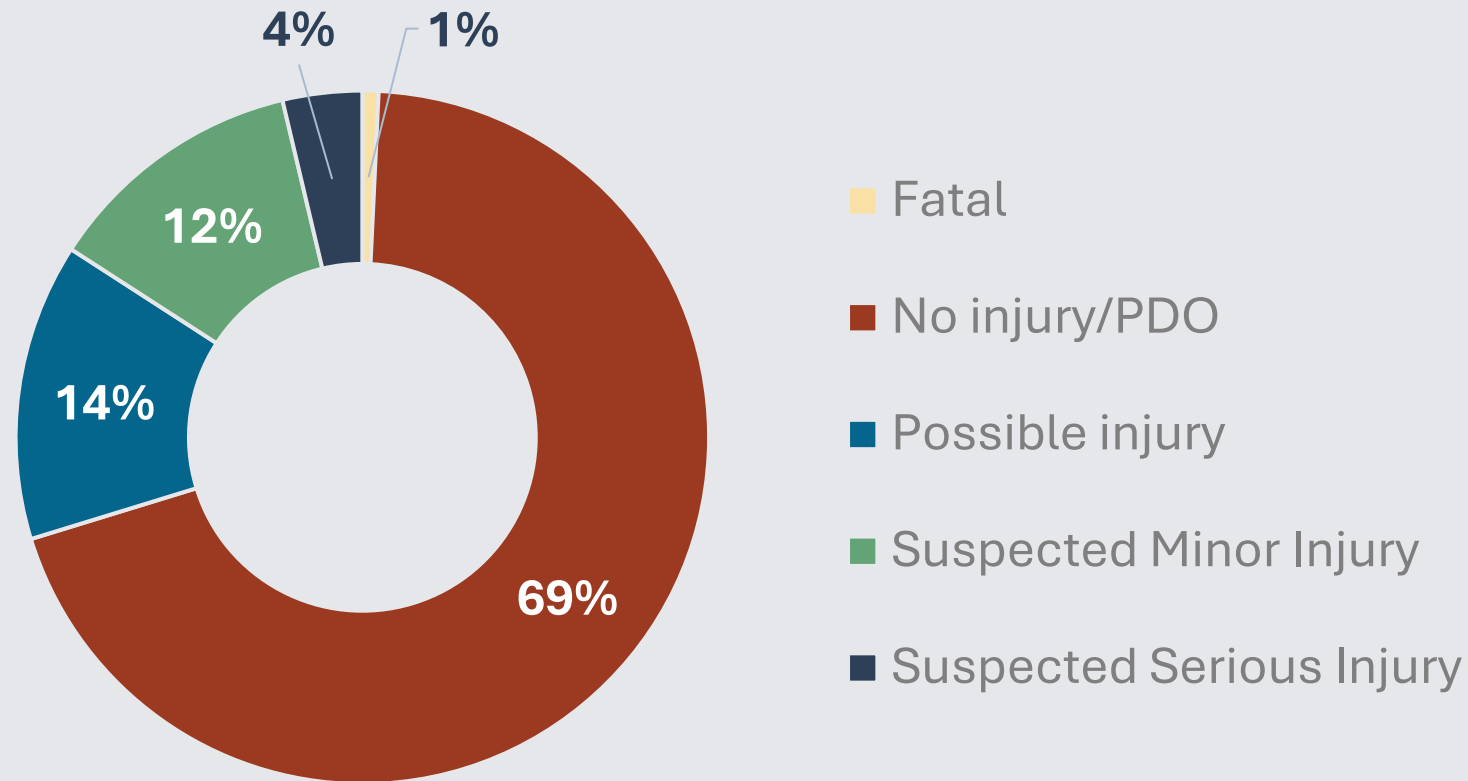


# Iron County Crash History Overview





# Iron County Crash History Overview

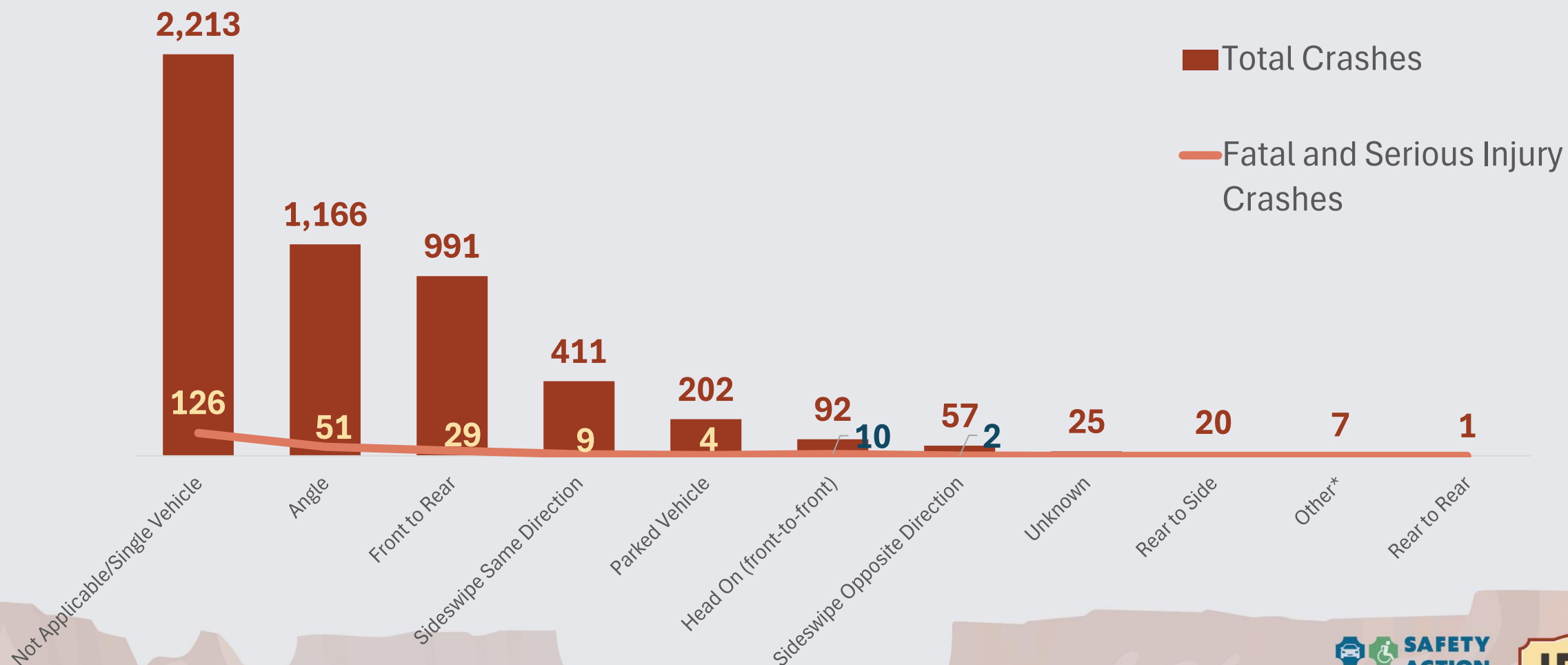


**15%** of crashes on I-15 resulted in an injury or fatality

**1 of every 5** VRU involved crashes resulted in a serious injury or fatality

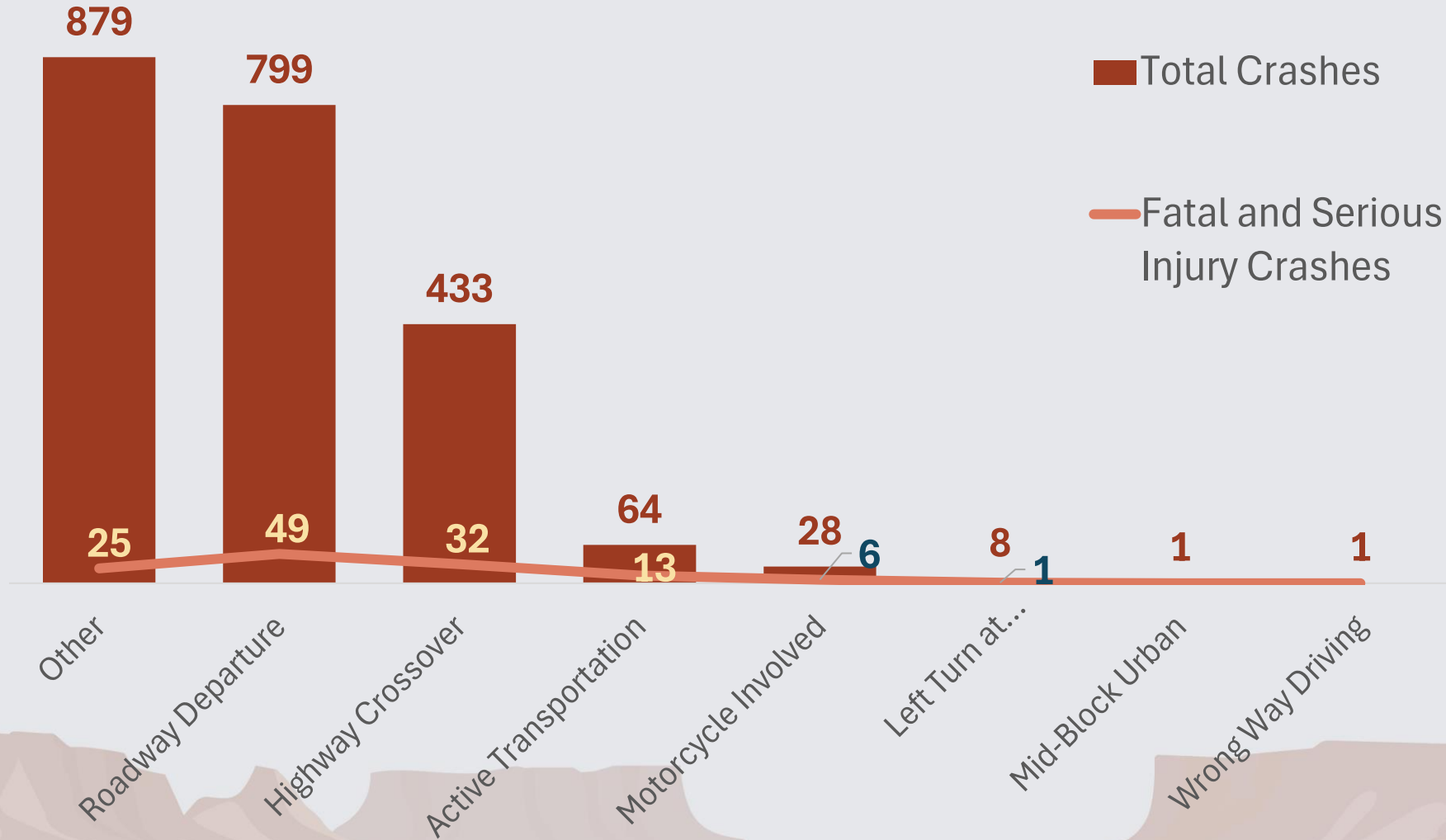


# Manner of Collision





# Single Vehicle Crash Types



■ Total Crashes

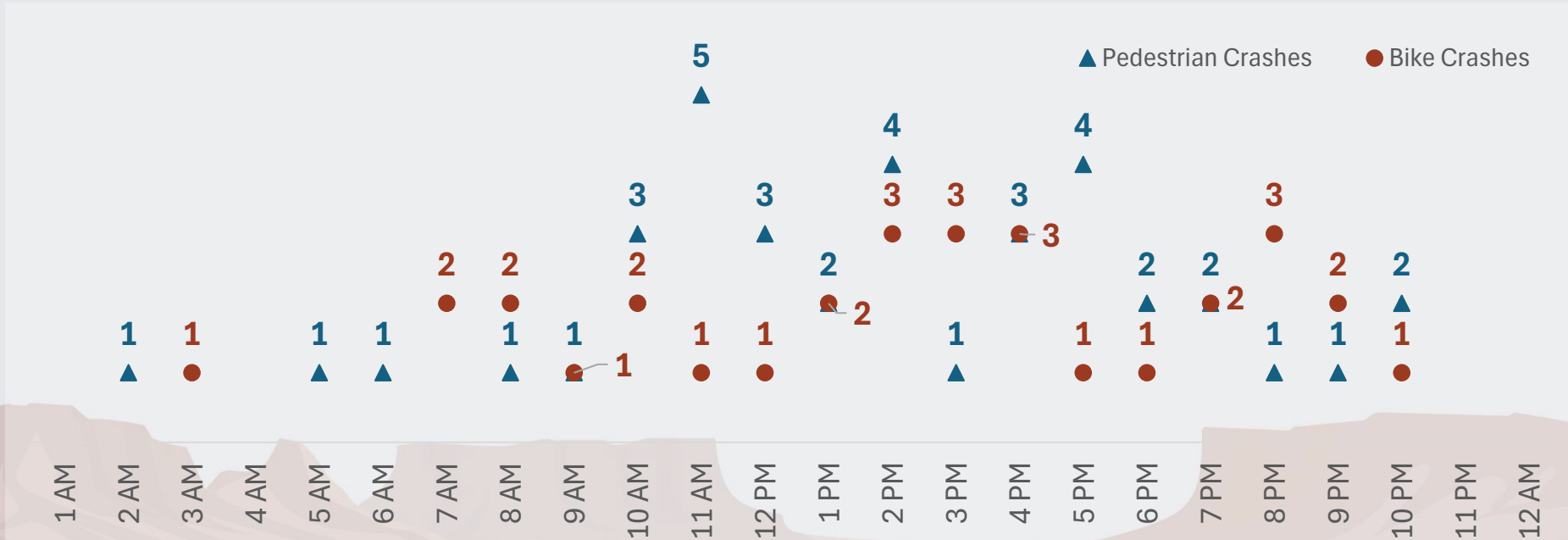
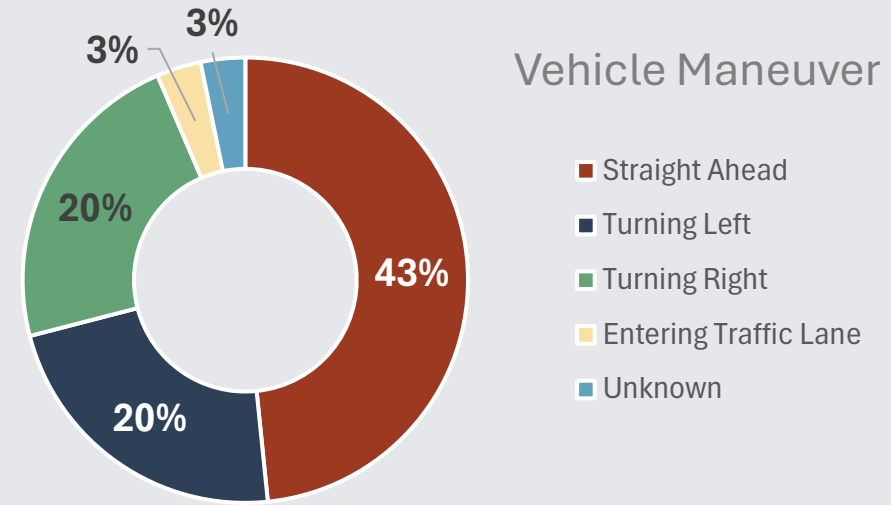
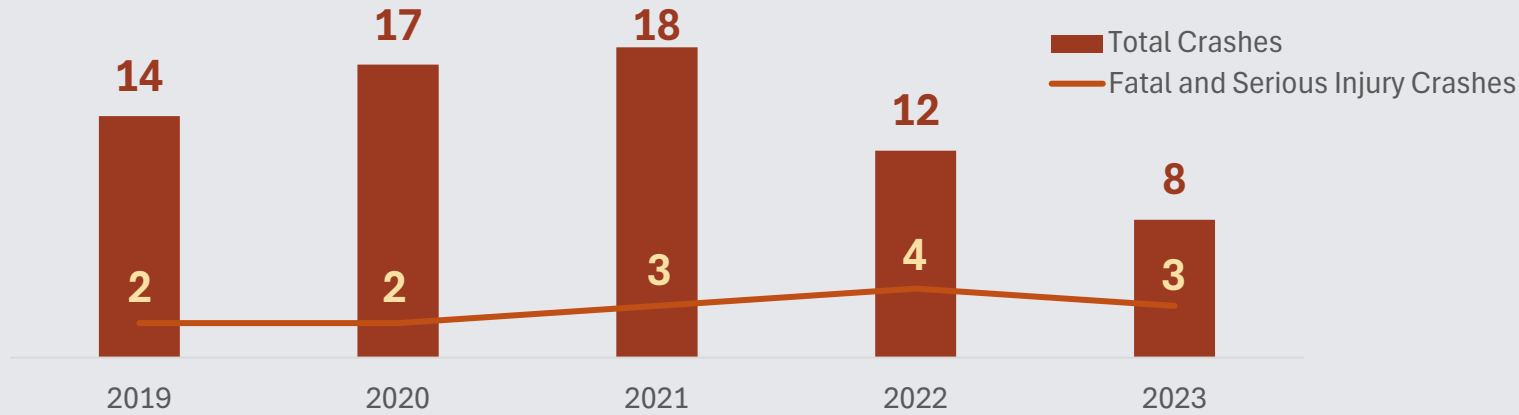
— Fatal and Serious Injury Crashes

**20%** of VRU involved crashes resulted in a serious injury or fatality

**“Other”** may indicate data disparities



# Active Transportation Crashes



**78%** of VRU crashes occurred in daylight conditions



# Utah Strategic Highway Safety Plan (SHSP)

## Emphasis Areas



### DRIVER BEHAVIOR

- ⇒ Teen Driver
- ⇒ Older Driver
- ⇒ Speed-Related
- ⇒ Aggressive Driving
- ⇒ Distracted Driving
- ⇒ Impaired Driving
- ⇒ No Safety Restraints



### ROADWAYS

- ⇒ Intersection
  - > Angle
  - > Left Turns
- ⇒ Roadway Departure
  - > Run Off Road / Overturned



### VULNERABLE ROAD USERS

- ⇒ Motorcycle
- ⇒ Pedestrian
- ⇒ Bicyclist\*

\*note that while bicyclist-involved crashes are not one of the 11 Utah SHSP emphasis areas, bicyclist-involved fatal and serious injuries are included in this analysis.



# SHSP Emphasis Areas Comparison

Category	Utah SHSP Safety Emphasis Area	Statewide		Iron County	
		Fatalities & Serious Injuries	Rank	Fatalities & Serious Injuries	Rank
Driver	Teen Driver	1,695 (18%)	4	54 (19%)	5
	Older Driver	1,565 (21%)	7	49 (17%)	6
	Speed-Related	2,268 (32%)	3	78 (27%)	3
	Aggressive Driving	615 (8%)	11	19 (7%)	10
	Distracted Driving	732 (6%)	10	28 (10%)	8
	Impaired Driving	1,100 (49%)	8	27 (9%)	9
	No Safety Restraints	1,627 (30%)	5	85 (30%)	2
Roadway	Intersection	3,683 (27%)	1	67 (23%)	4
	Roadway Departure	3,372 (47%)	2	132 (46%)	1
Special Users	Motorcycle	1,571 (15%)	6	40 (14%)	7
	Pedestrian	1,000 (15%)	9	15 (5%)	11
	Bicycle*	303 (3%)	12	3 (1%)	12

\*note that while bicyclist-involved crashes are not one of the 11 Utah SHSP emphasis areas, bicyclist-involved fatal and serious injuries are included in this analysis.



# Upcoming Workshops

- GFA Workshops (December 3<sup>rd</sup> and 4<sup>th</sup>)
  - City staff and officials (police/fire, engineering, planning, emergency services, etc.)
  - City/Town Councils
  - Planning Commissions
  - Community organizations
  - Employers/business owners
- Purpose:
  - Review high crash locations for specific GFA
  - Review high risk locations for specific GFA
  - Confirm findings in your community
  - Provide input on potential strategies



# Project Website

## IronCountySafetyPlan.com

- Interactive map for feedback and comments
- Project survey
- Access documents



# Next Steps

- Complete safety analysis
- Participate in a GFA Workshop
- Provide feedback via the project website
- Begin dialogue with elected officials
  - Prepare to support a Regional Safety Commitment Resolution
  - Prepare for local match requirements



**For additional information or questions, please  
contact:**

**Rich Wilson  
rwilson@ironcounty.net  
435.477.2373**

**Eric Sweat  
eric.sweat@kimley-horn.com  
385.831.2008**





Safety Launch Attendee List  
November 14, 2024

Name (original name)	Email	Join time	Leave time
Amalia Andrews	amalia.andrews@kimley-horn.com	11/14/2024 13:42	11/14/2024 15:03
Eric Sweat (Kimley-Horn)		11/14/2024 13:46	11/14/2024 13:47
Eric Sweat (Kimley-Horn)		11/14/2024 13:47	11/14/2024 15:03
Nancy.Cozzens		11/14/2024 13:49	11/14/2024 13:49
Natasha Nava		11/14/2024 13:49	11/14/2024 13:58
Nancy.Cozzens		11/14/2024 13:49	11/14/2024 14:56
Hayden		11/14/2024 13:50	11/14/2024 13:56
Trent Cuaresma		11/14/2024 13:52	11/14/2024 13:58
Clarisse Lunt		11/14/2024 13:53	11/14/2024 13:58
Rob - Enoch City		11/14/2024 13:56	11/14/2024 13:58
Leo's iPad		11/14/2024 13:56	11/14/2024 13:58
Nate Wiberg Five County AOG/DMPO		11/14/2024 13:56	11/14/2024 13:58
mshurtz.fire		11/14/2024 13:58	11/14/2024 13:59
Kent Fugal		11/14/2024 13:58	11/14/2024 13:58
Hayden		11/14/2024 13:58	11/14/2024 13:58
James Lunt (Clarisse Lunt)		11/14/2024 13:58	11/14/2024 15:02
Leo's iPad		11/14/2024 13:58	11/14/2024 15:03
Jaide (Kimley-Horn)		11/14/2024 13:58	11/14/2024 13:59
Nate Wiberg Five County AOG/DMPO		11/14/2024 13:58	11/14/2024 15:03
Rob - Enoch City		11/14/2024 13:58	11/14/2024 15:03
Kent Fugal		11/14/2024 13:58	11/14/2024 15:03
Hayden		11/14/2024 13:58	11/14/2024 14:55
Trent Cuaresma		11/14/2024 13:58	11/14/2024 15:03



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Name (original name)	Email	Join time	Leave time
mshurtz.fire		11/14/2024 13:59	11/14/2024 14:55
rachelm		11/14/2024 13:59	11/14/2024 13:59
mark halterman		11/14/2024 13:59	11/14/2024 13:59
mark halterman		11/14/2024 13:59	11/14/2024 14:49
rachelm		11/14/2024 13:59	11/14/2024 15:03
Jaide (Kimley-Horn)		11/14/2024 13:59	11/14/2024 15:03
Natasha Nava		11/14/2024 13:59	11/14/2024 13:59
Jackson		11/14/2024 13:59	11/14/2024 13:59
Paul Bittmenn (Natasha Nava)		11/14/2024 13:59	11/14/2024 15:03
Jackson Ames (Jackson)		11/14/2024 13:59	11/14/2024 15:03
Jessica Kinross (Utah Division of Wildlife)		11/14/2024 14:00	11/14/2024 14:00
Reed Erickson		11/14/2024 14:00	11/14/2024 14:00
Jessica Kinross (Utah Division of Wildlife)		11/14/2024 14:00	11/14/2024 15:03
juliegroo		11/14/2024 14:00	11/14/2024 14:00
Reed Erickson		11/14/2024 14:00	11/14/2024 15:03
juliegroo		11/14/2024 14:00	11/14/2024 15:03
Chet Loveland		11/14/2024 14:00	11/14/2024 14:01
Jackie Grant		11/14/2024 14:00	11/14/2024 14:01
Jackie Grant		11/14/2024 14:01	11/14/2024 14:50
Chet Loveland		11/14/2024 14:01	11/14/2024 15:03
Brent Crowther (Kimley-Horn)		11/14/2024 14:01	11/14/2024 14:01
David		11/14/2024 14:01	11/14/2024 14:01
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Name (original name)	Email	Join time	Leave time
David		11/14/2024 14:01	11/14/2024 15:02
Cody Christensen		11/14/2024 14:01	11/14/2024 14:01
Ryan Gurr		11/14/2024 14:01	11/14/2024 14:01
Ryan Gurr		11/14/2024 14:01	11/14/2024 14:22
Cody Christensen		11/14/2024 14:01	11/14/2024 14:55
Maria Twitchell		11/14/2024 14:02	11/14/2024 14:02
Maria Twitchell		11/14/2024 14:02	11/14/2024 14:46
Ben Cozzens		11/14/2024 14:03	11/14/2024 14:03
Ben Cozzens		11/14/2024 14:03	11/14/2024 15:02
Merilee Wilson		11/14/2024 14:03	11/14/2024 14:04
Nate Houchen		11/14/2024 14:04	11/14/2024 14:04
Merilee Wilson		11/14/2024 14:04	11/14/2024 15:03
Nate Houchen		11/14/2024 14:04	11/14/2024 14:13
Dante Vega-Lopez		11/14/2024 14:05	11/14/2024 14:05
Dante (SUU Student Association) (Dante Vega-Lopez)		11/14/2024 14:05	11/14/2024 14:31
Richard		11/14/2024 14:05	11/14/2024 14:05
Richard		11/14/2024 14:05	11/14/2024 15:03
Savannah's Phone		11/14/2024 14:06	11/14/2024 14:06
Savannah's Phone		11/14/2024 14:06	11/14/2024 14:29
Kevin Garrett		11/14/2024 14:07	11/14/2024 14:07
Kevin Garrett		11/14/2024 14:07	11/14/2024 15:03
Bret Howser		11/14/2024 14:09	11/14/2024 14:09
Bret Howser		11/14/2024 14:09	11/14/2024 14:55



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Lisa Beck		11/14/2024 14:18	11/14/2024 14:18
Lisa Beck		11/14/2024 14:18	11/14/2024 15:03
Jared		11/14/2024 14:29	11/14/2024 14:31
Jared		11/14/2024 14:31	11/14/2024 14:55
Paul Cozzens		11/14/2024 14:37	11/14/2024 14:37
Paul Cozzens		11/14/2024 14:37	11/14/2024 15:03



## Appendix B.

### GFA Workshops #1 Materials



# SAFETY ACTION PLAN FOR ALL IRON COUNTY

## WORKSHOP #1 SAFETY ANALYSIS

December 2024





# Meeting Agenda



Introductions



Safe Streets and Roads for All (SS4A) Program



Safety Action Plan (SAP) Overview



Workshop Activity



Report Back



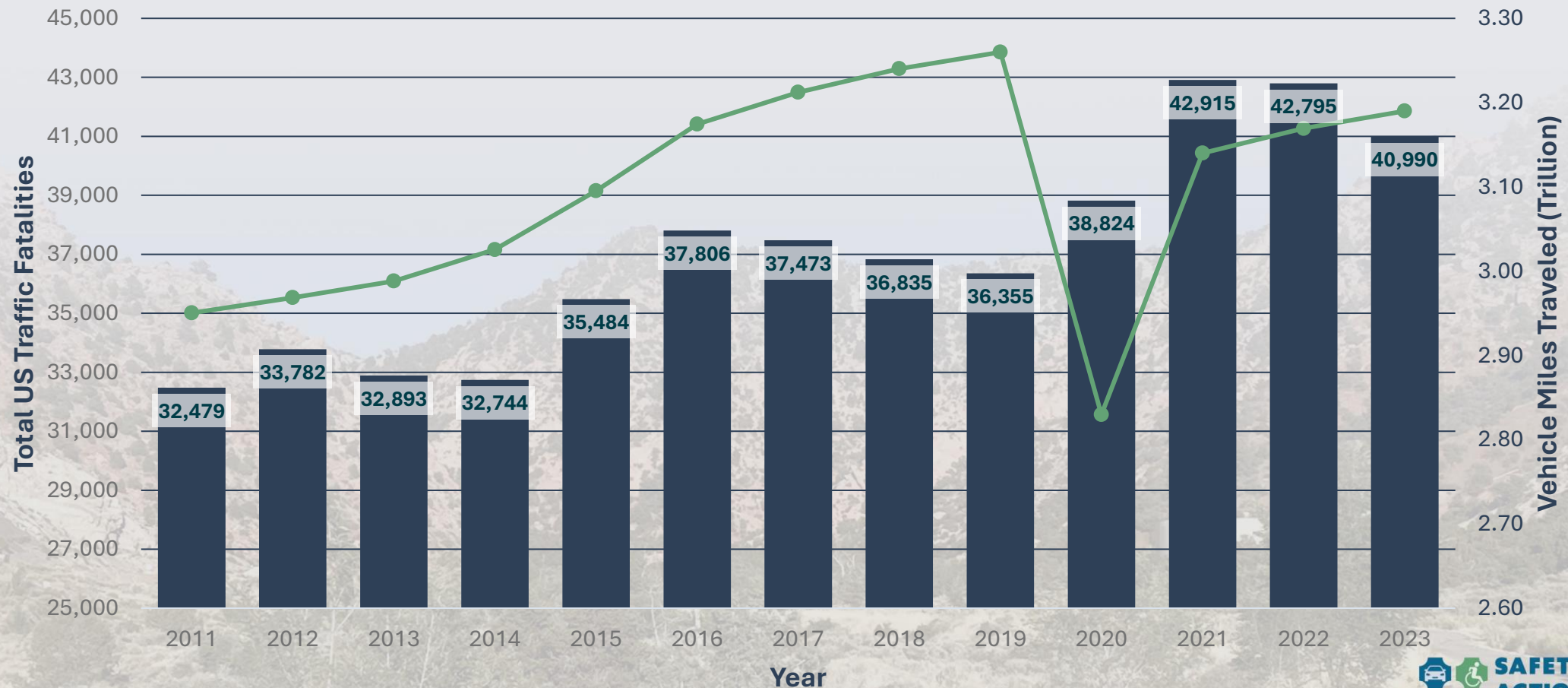
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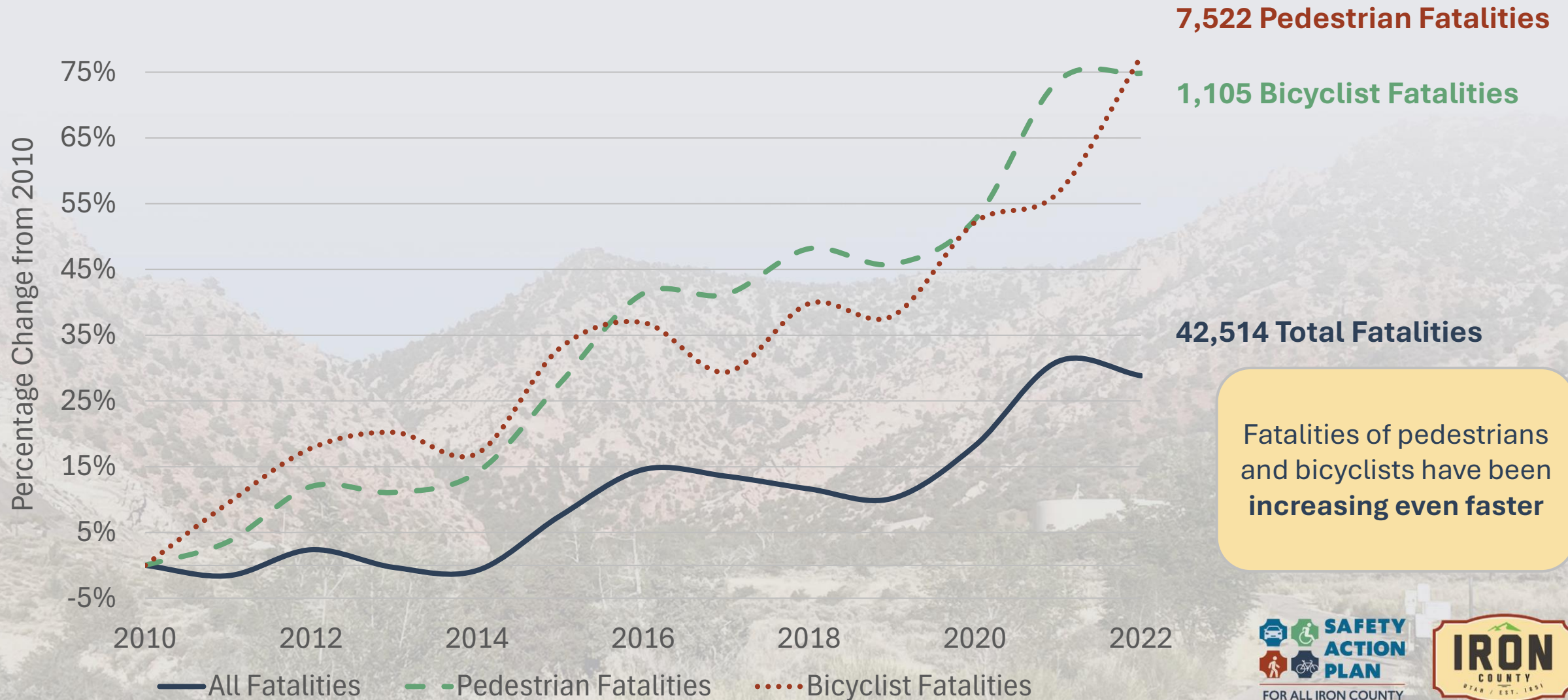
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Total US Traffic Fatalities and VMT (2011-2023)





# We Have a National Roadway Safety Problem





# What is a Safety Action Plan?



## **Goal**

Reduce traffic fatalities and serious injury crashes throughout all Iron County



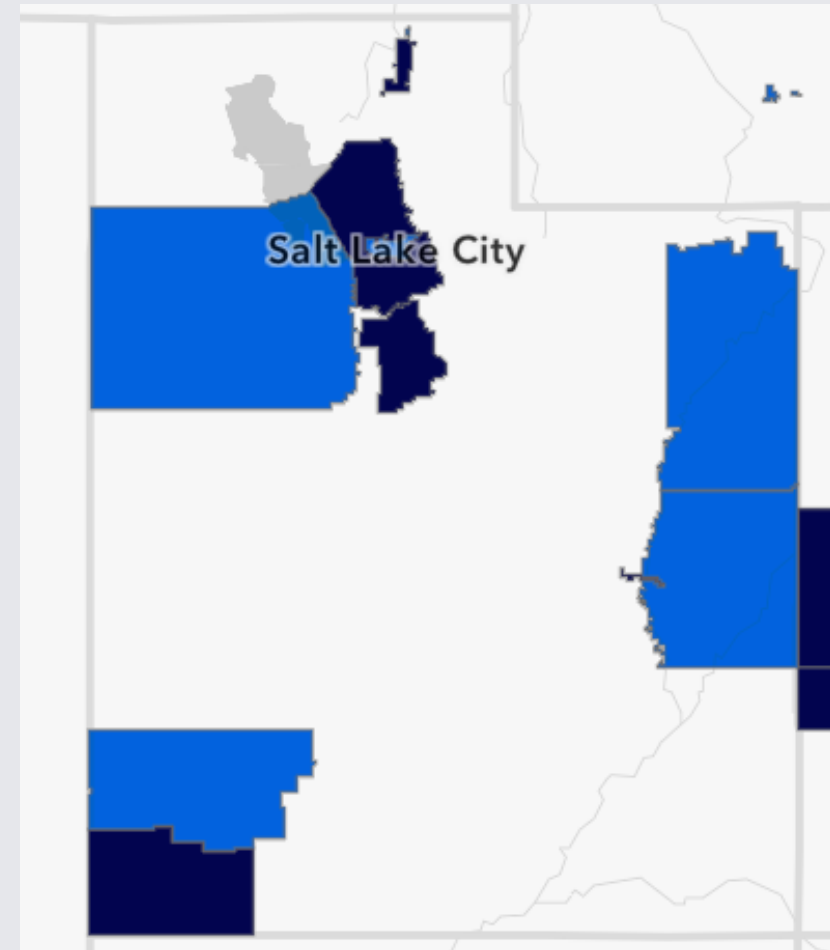
## **Elements of a Safety Action Plan**

A Safety Action Plan analyzes safety needs, identifies high-injury and high-risk locations and factors contributing to crashes, and prioritizes strategies and improvements to address them.



# Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law (BIL) established SS4A grant program
  - \$5 billion over 5 years (FY22-26)
  - Two grant types:
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    - Implementation



Source: USDOT



# SS4A Self-Certification Eligibility Checklist

## A Safety Action Plan must include the following:

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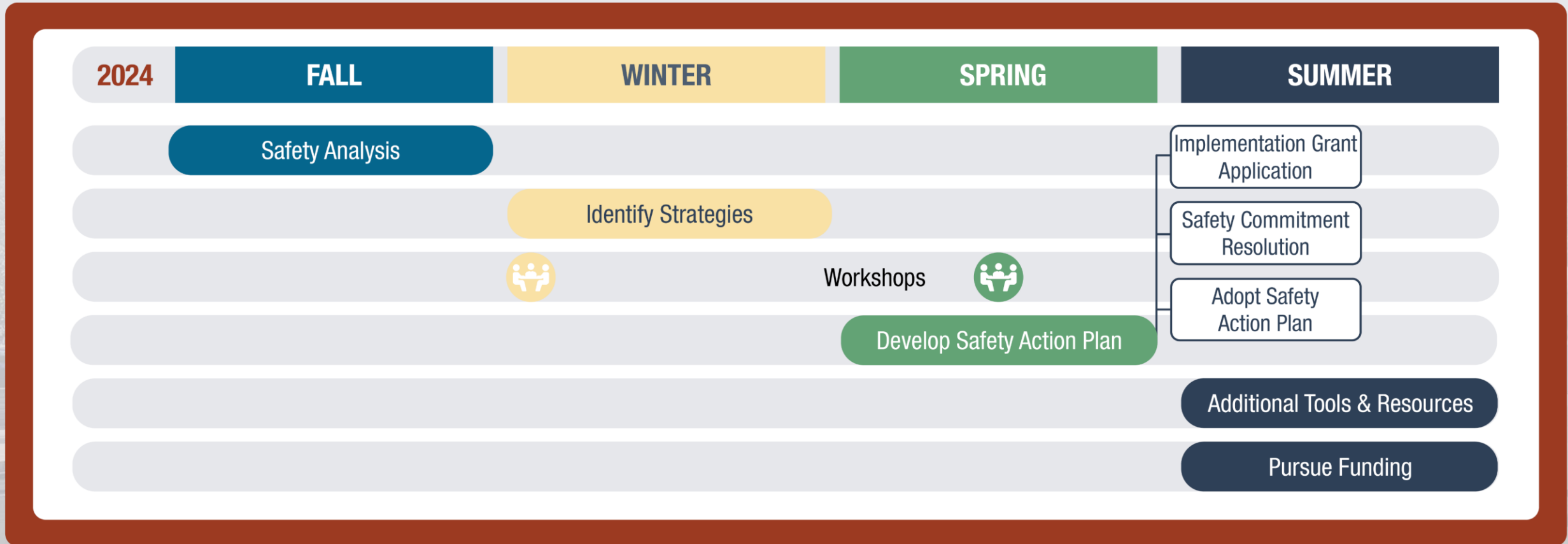


# Safety Action Plan (SAP) Overview





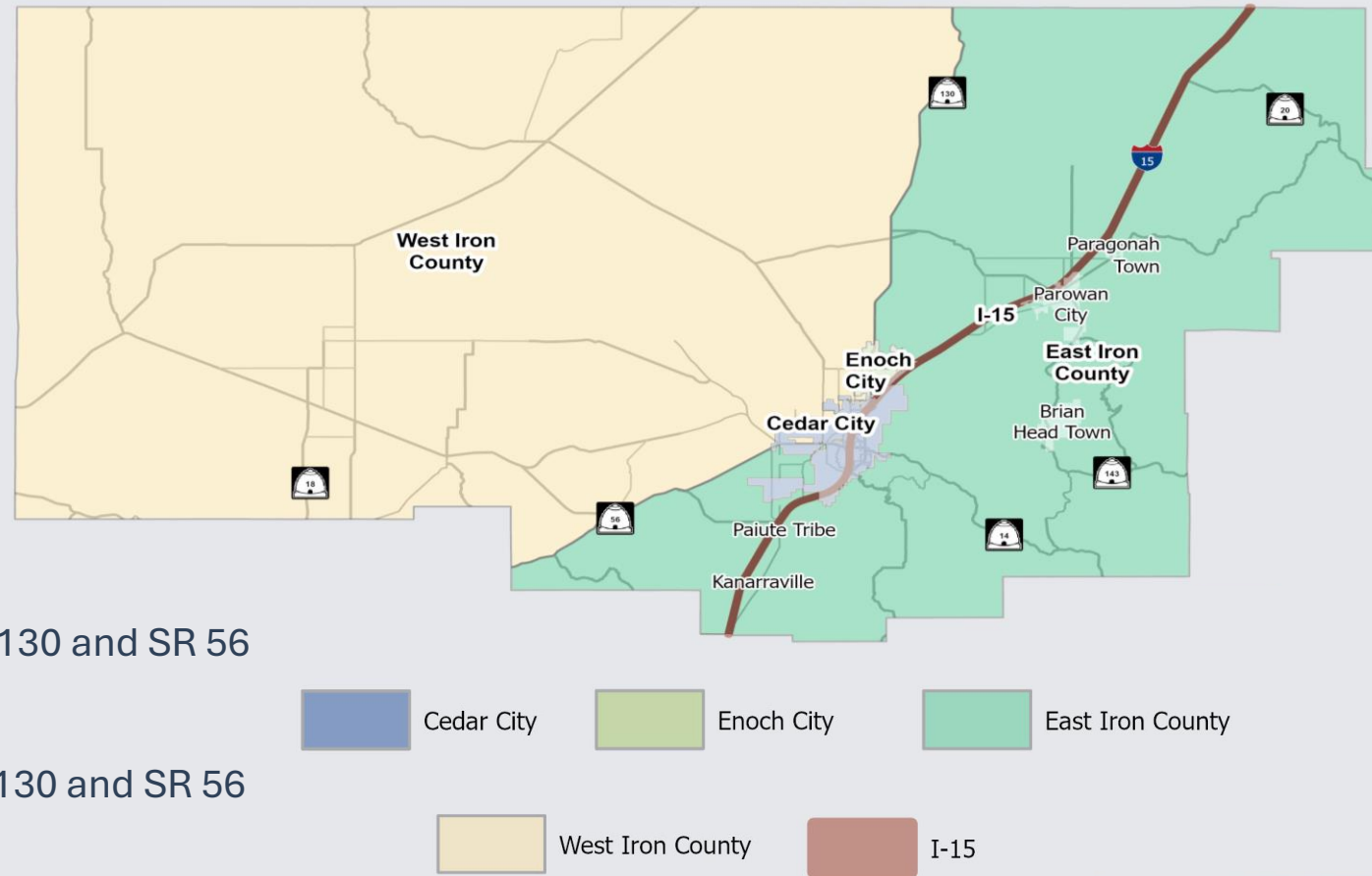
# Safety Action Plan Overview





# Geographic Focus Areas (GFA)

1. Cedar City
2. Enoch City
3. East Iron County
  - I. Kanarraville Town
  - II. Paragonah Town
  - III. Parowan City
  - IV. Brian Head Town
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  - VI. Unincorporated Iron County, east of SR 130 and SR 56
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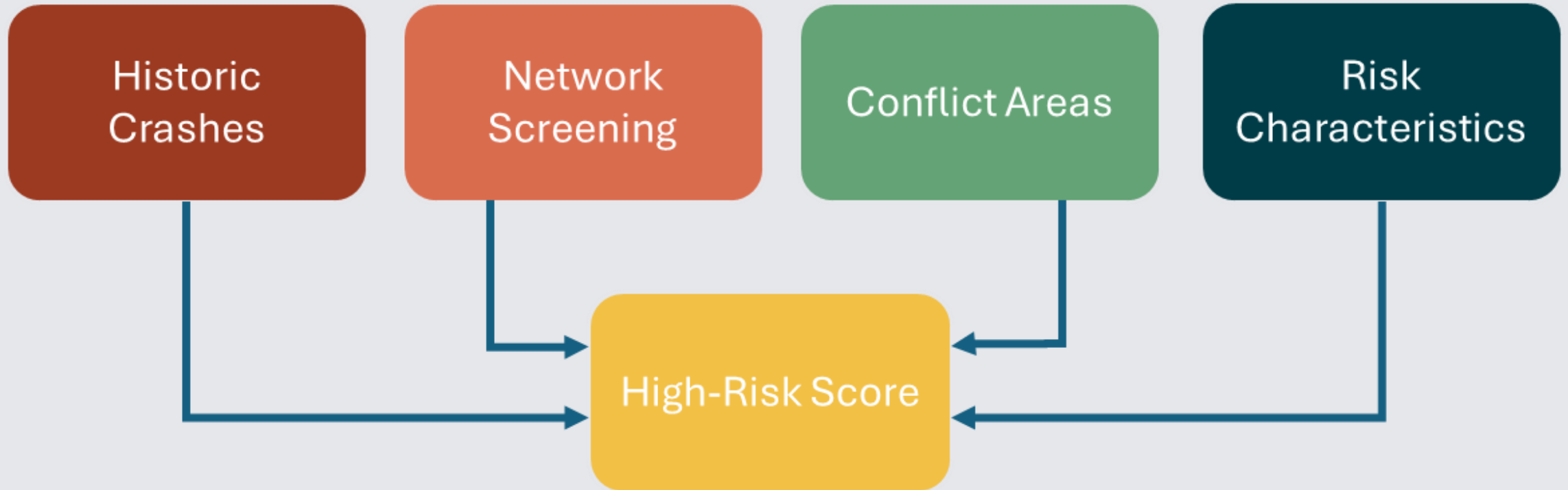




# Geographic Focus Area (GFA) Workshop #1 Safety Analysis



# Safety Analysis





# REPLICA

*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

**Data source:** Michelin Mobility Intelligence (MMI) (i.e., cellular and GPS data).

**Represents:** Identifies and prioritizes high-risk corridors based on different driving metrics.

**Example Data:** Phone handling, sudden braking, suspected collisions, and speeding events.



*Assigns road segments a 1–5-star rating based on the roadway’s safety features and characteristics to identify hazardous road sections.*

**Data source:** Video footage analyzed in 100-meter segments.

**Represents:** Safety of road segments for drivers, bicyclists, and pedestrians based on roadway design, features, and characteristics.

**Example Data:** Traffic volume, speed, lighting, shoulder conditions, rumble strips, access density, roadway geometry, etc.



### Historic Crashes

<b>Based on...</b>	Historic Crashes, 2019-2023
<b>Analyzes...</b>	Crashes per mile or segment of roadway
<b>Results in...</b>	1. High Crash Network 2. High Injury Network

### Conflict Areas

<b>Based on...</b>	Replica Safe Streets Planner (cellular and GPS data)
<b>Analyzes...</b>	Roadways by high-risk areas
<b>Results in...</b>	Replica Conflict Network

### Network Screening

<b>Based on...</b>	Historic Crashes, 2019-2023
<b>Analyzes...</b>	Roadways and intersections by expected vs. actual crash rates
<b>Results in...</b>	Critical Crash Rate Network

### Risk Characteristics

<b>Based on...</b>	usRAP Roadway Data
<b>Analyzes...</b>	Roadways by design and physical characteristics
<b>Results in...</b>	1. usRAP Network (star rating) 2. Crash Profile Risk Network



# Interactive Workshop

Review tabletop maps and safety analysis packet

- What is your highest safety concern in your jurisdiction?
- Do the identified segments and intersections make sense?
- Are there other safety needs (segments/intersections, etc.) that are not identified?
- As you consider potential safety projects, are there high priority locations?
- Is there a clear and immediate possible project?
  - Roadway segment
  - Intersection
  - Project elements
- What education/outreach tools do you have available?



# Reporting Back





# Group Discussion

- Do the identified segments and intersections make sense?
- Are there other safety needs (segments/intersections, etc.) that are not identified?
- Is there a clear and immediate possible project?
  - Roadway segment
  - Intersection
  - Project elements



# Upcoming Workshops

- GFA Workshop #2
  - February 2025
  - Review project locations
  - Review safety countermeasures and strategies



# Project Website

## IronCountySafetyPlan.com

- Interactive map for feedback and comments
- Project survey
- Access documents



# Next Steps

- Participate in the next GFA Workshop
- Provide feedback via the project website
- Begin (or continue) dialogue with elected officials
  - Prepare to support a Regional Safety Commitment Resolution
  - Prepare for local match requirements



**For additional information or questions, please  
contact:**

**Rich Wilson  
rwilson@ironcounty.net  
435.477.2373**

**Eric Sweat  
eric.sweat@kimley-horn.com  
385.831.2008**





# Cedar City GFA

- High-Risk Intersection
- High-Risk Roadway

0 0.25 0.5 1 Miles

N

① ② Safe valley routes

④ Geometry, Bus, Semi-Trucks, Connections

it takes  
two stops

parallel  
strip

4500

3500

3500  
? turn

Grain

③ 100 W Union Street Pedestrians  
Safety Bulb outs

①



# Cedar City GFA

- High-Risk Intersection
- High-Risk Roadway

0 0.25 0.5 1 Miles

N

③ All of Lund Hwy traffic significantly increased. 5 subdivisions going in, 1/2 more to come.

⑤ New housing and helicopter landing in 1+ yr.

⑥ Pulling out is tough + speeding

② Needs stoplight

① Main 1/2 Coal Crk not enough lighting for pedestrians on intersection

④ Deceleration Lane?

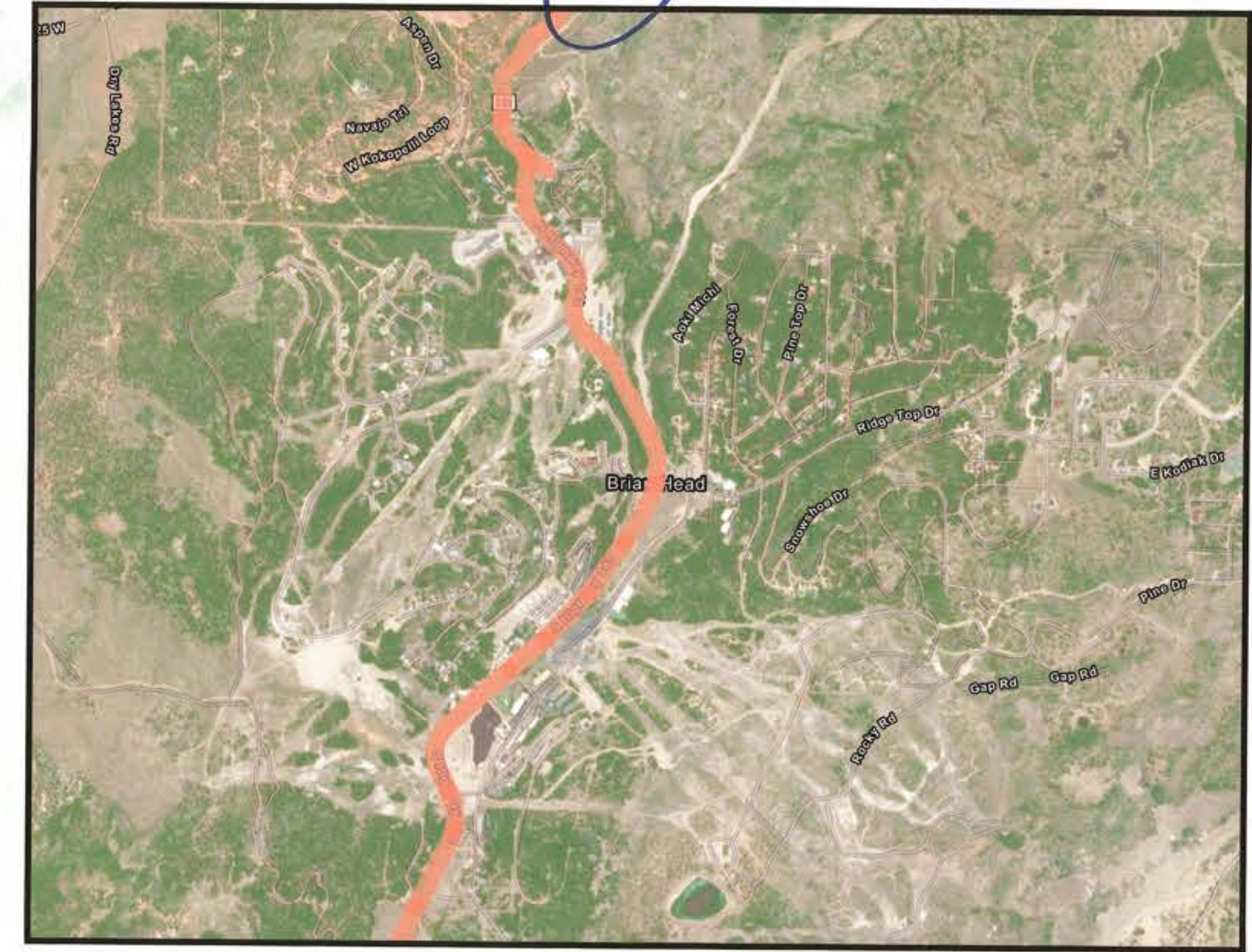
②



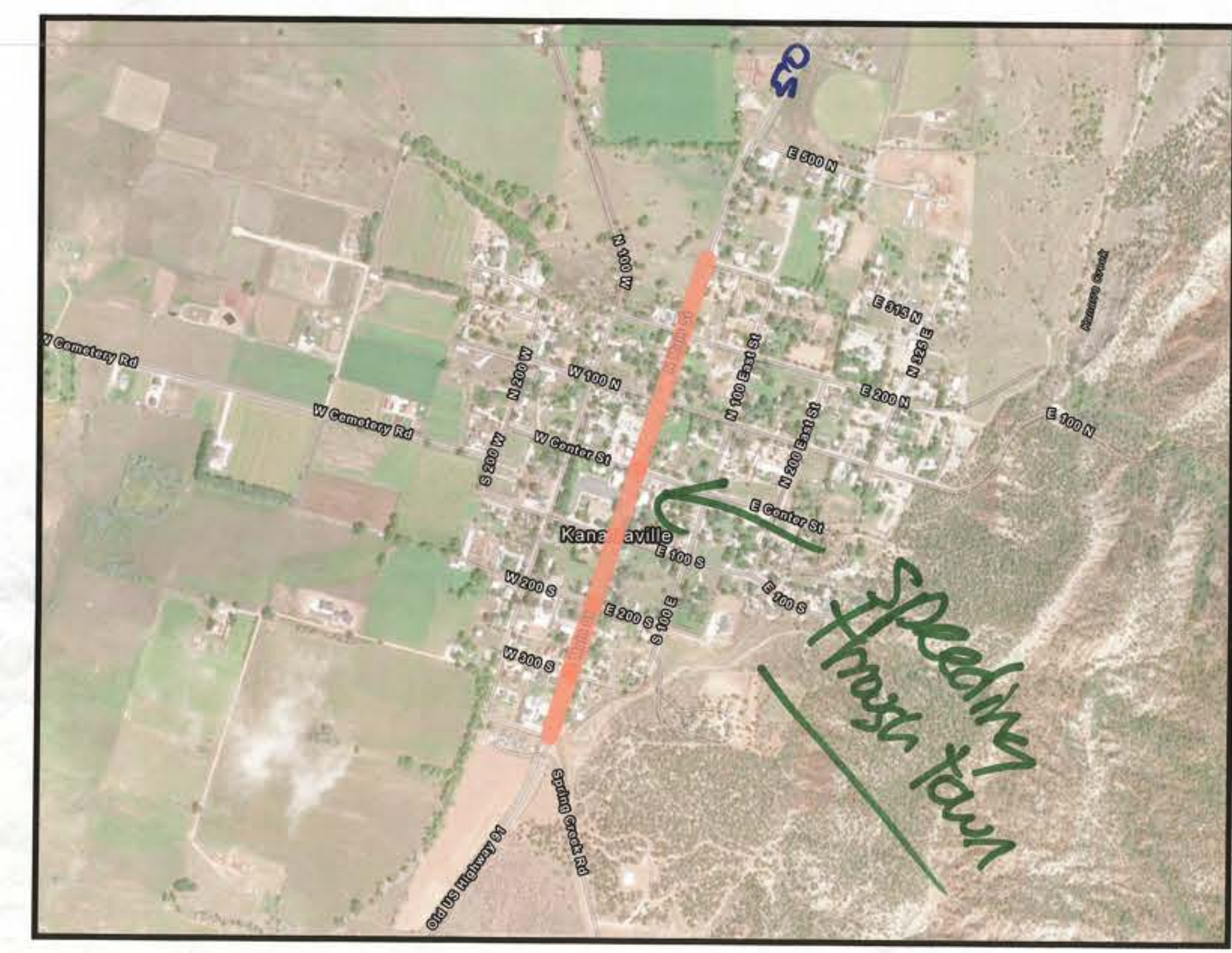
*Enoch - Mud Valley Rd + 2300 W.*

*DWR App - clear hit  
 Parowan to I-15  
 Utah Roadkill*

**Brian Head Town**



**Kanarraville Town**

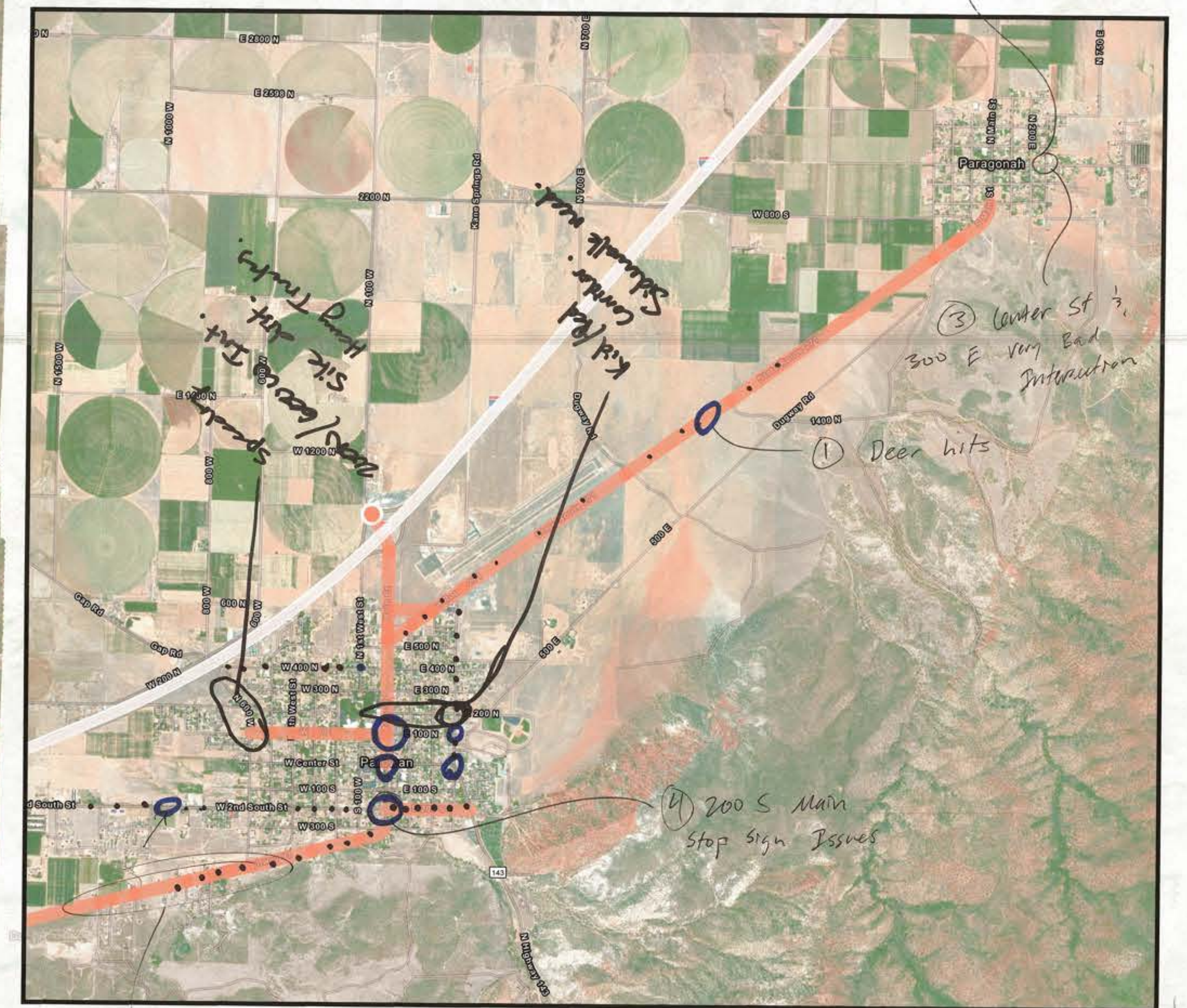


*Multiple Roll Overs  
 with summer & winter*

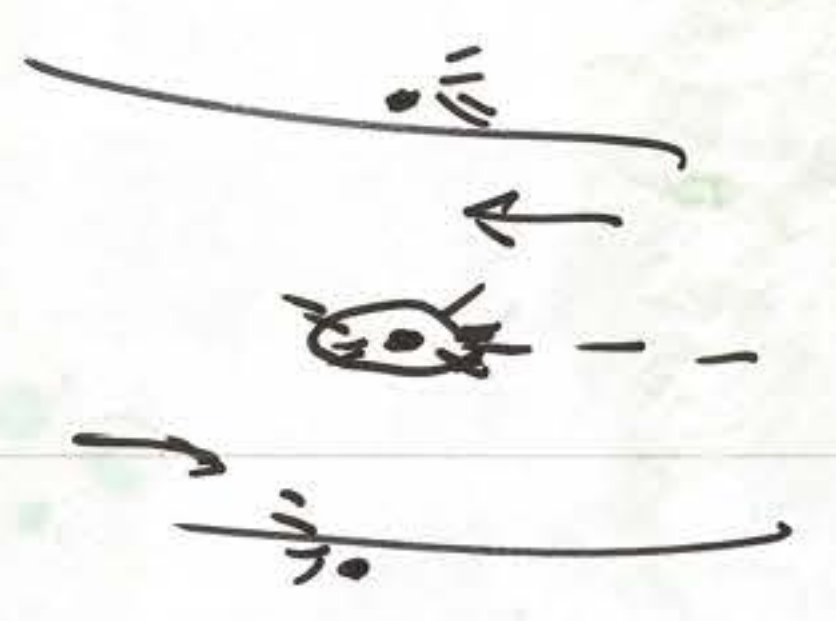


*quadrail  
 with*

**Parowan & Paragonah**



*② School Crossing Main St.  
 Crosswalks*



*⑤ 300 E / Center  
 Bikes 4-plex  
 geometry*

*⑥ Deer Hits Hwy 91  
 200 N*



Poor Pedestrian Behavior  
Not using Trails ①

### East Iron County GFA

●

High-Risk Intersection

—

High-Risk Roadway

0 1.5 3 6

Miles

N

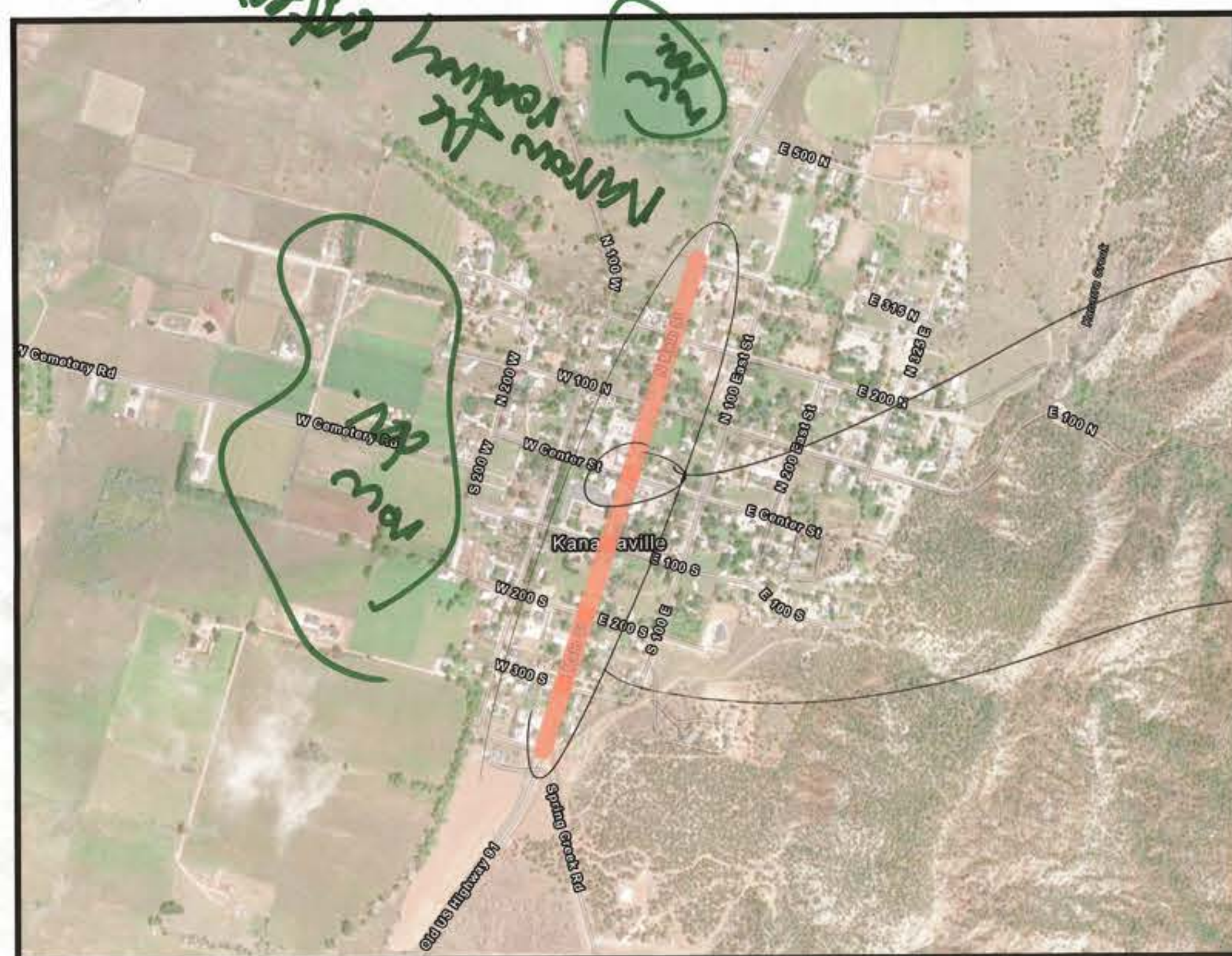
- ① Poor pedestrian Behavior, Not using Trails
- ② Speeding above limit
- ③ Enforcement for speeding
- ④ Deer strikes ⑤
- ⑥ Bikes, Pedestrian Access and Safety
- ⑦ Speed coming from Brian Head
- ⑩ SP-194 500 lot Subdivision congestion New Hamming

## Brian Head Town



Intersection Steam Engine Dr. / Hwy 143  
— local law enforcement says there's been a bunch of near misses here  
— Town Hall policy driving close to intersection  
— Confusing to ~~be~~ out-of-town drivers  
— Will be putting a crosswalk in the same spot

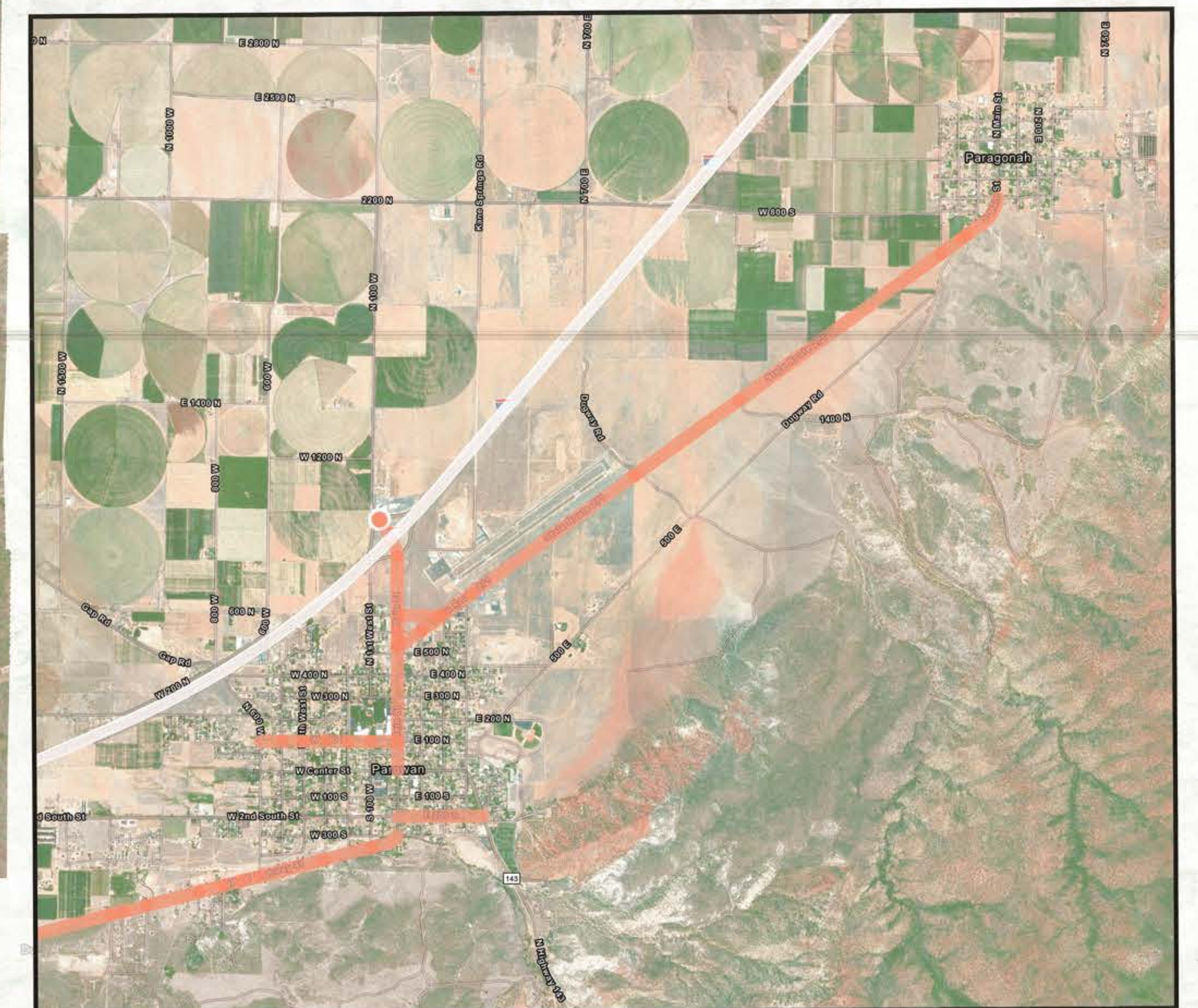
## Kanarraville Town



⑧ Pedestrian safety / crosswalks Main street / center

⑨ High speeds on Highway 91 through town

## Parowan & Paragonah



Deer strike

Woods Ranch Pull-out

Roadside on SR14

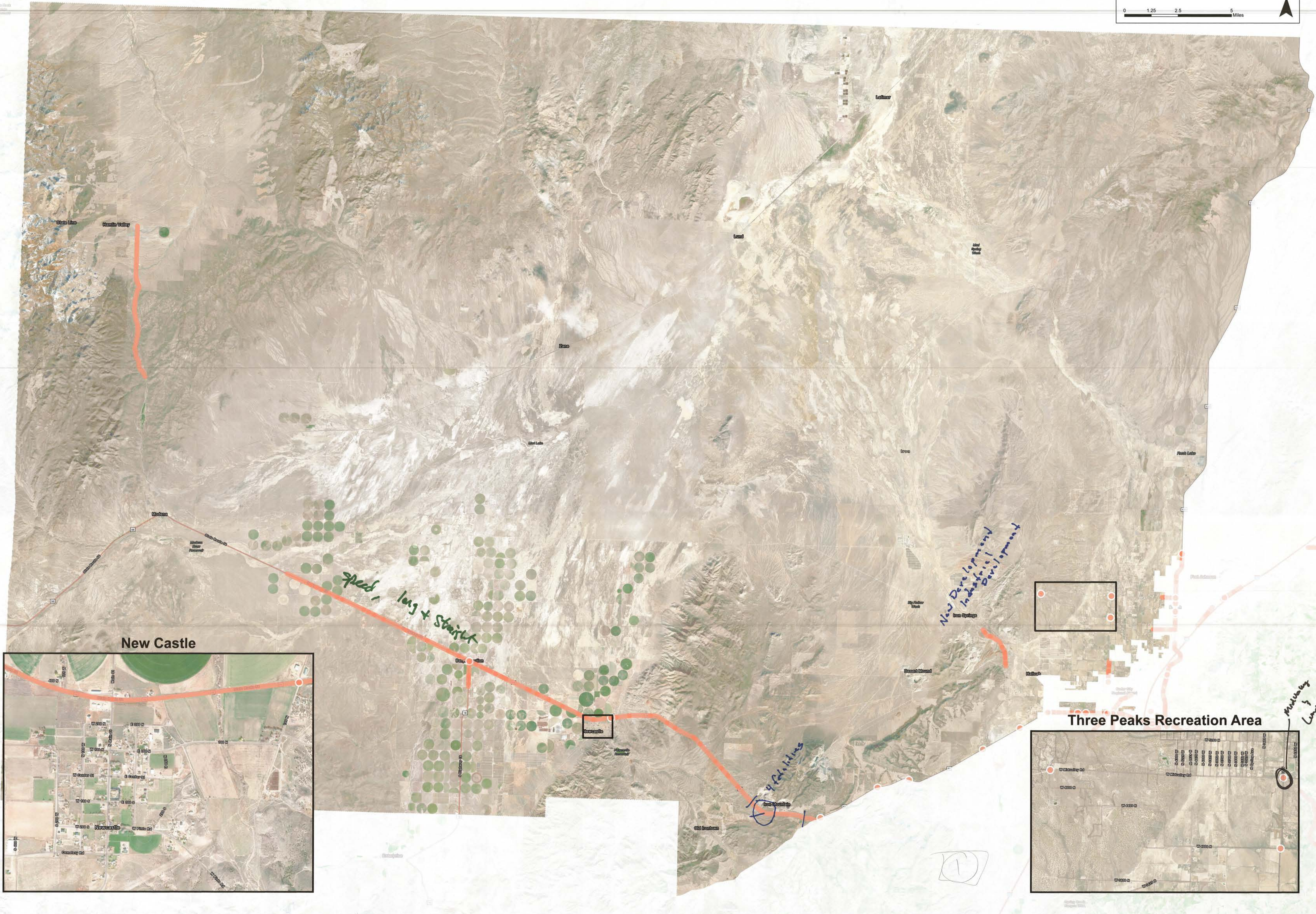
New Park Tunnel



# West Iron County GFA

- High-Risk Intersection
- High-Risk Roadway

0 1.25 2.5 5 Miles



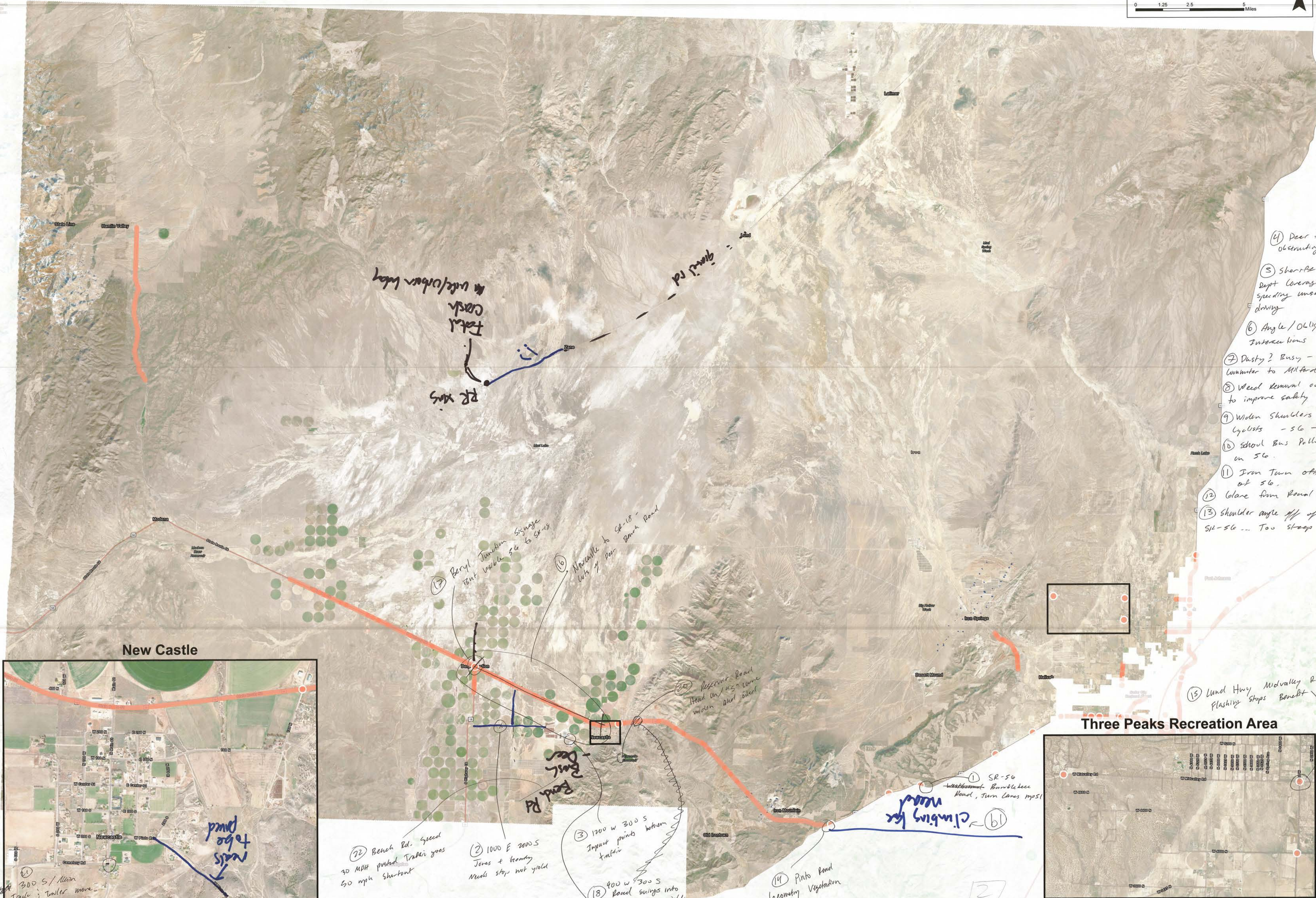


# West Iron County GFA

- High-Risk Intersection
- High-Risk Roadway

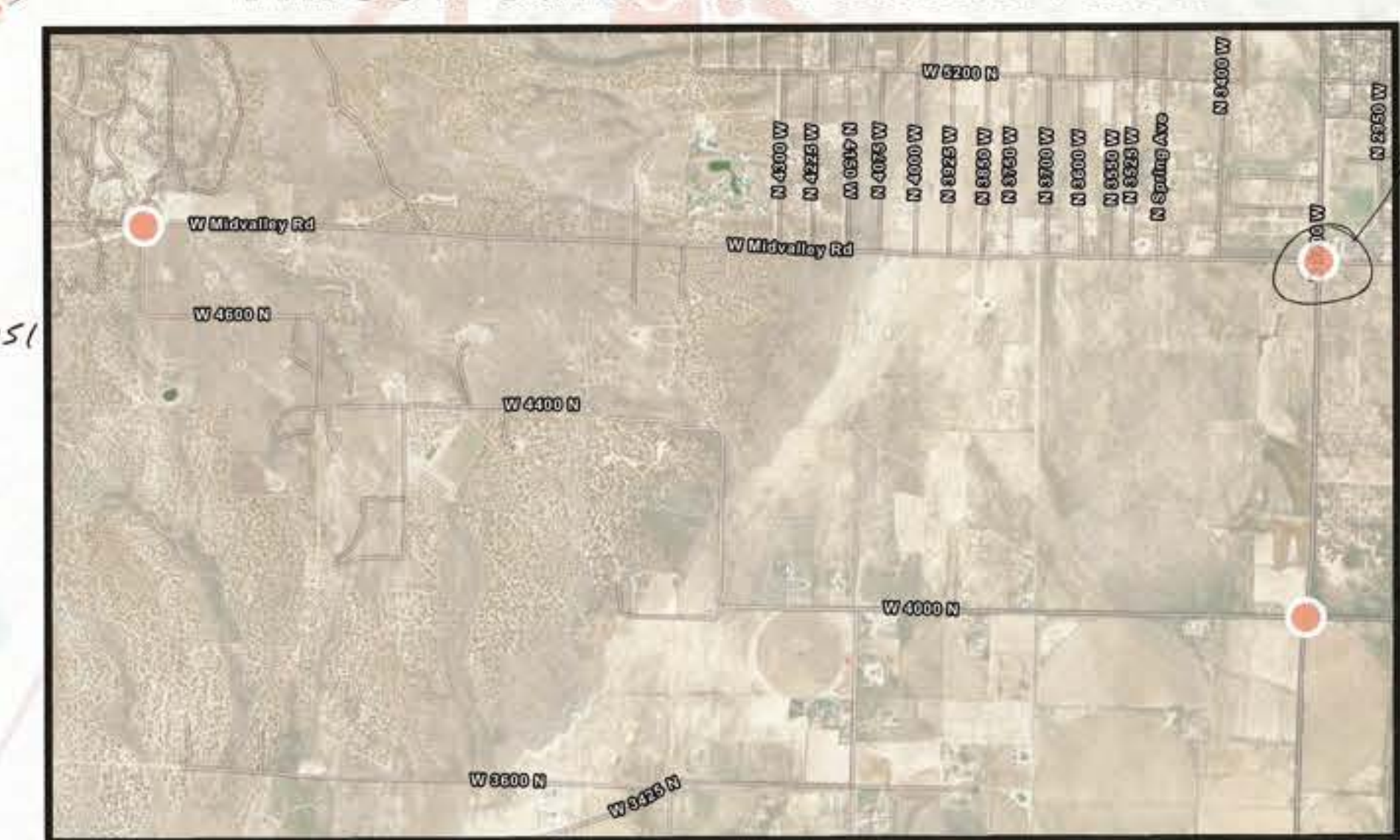
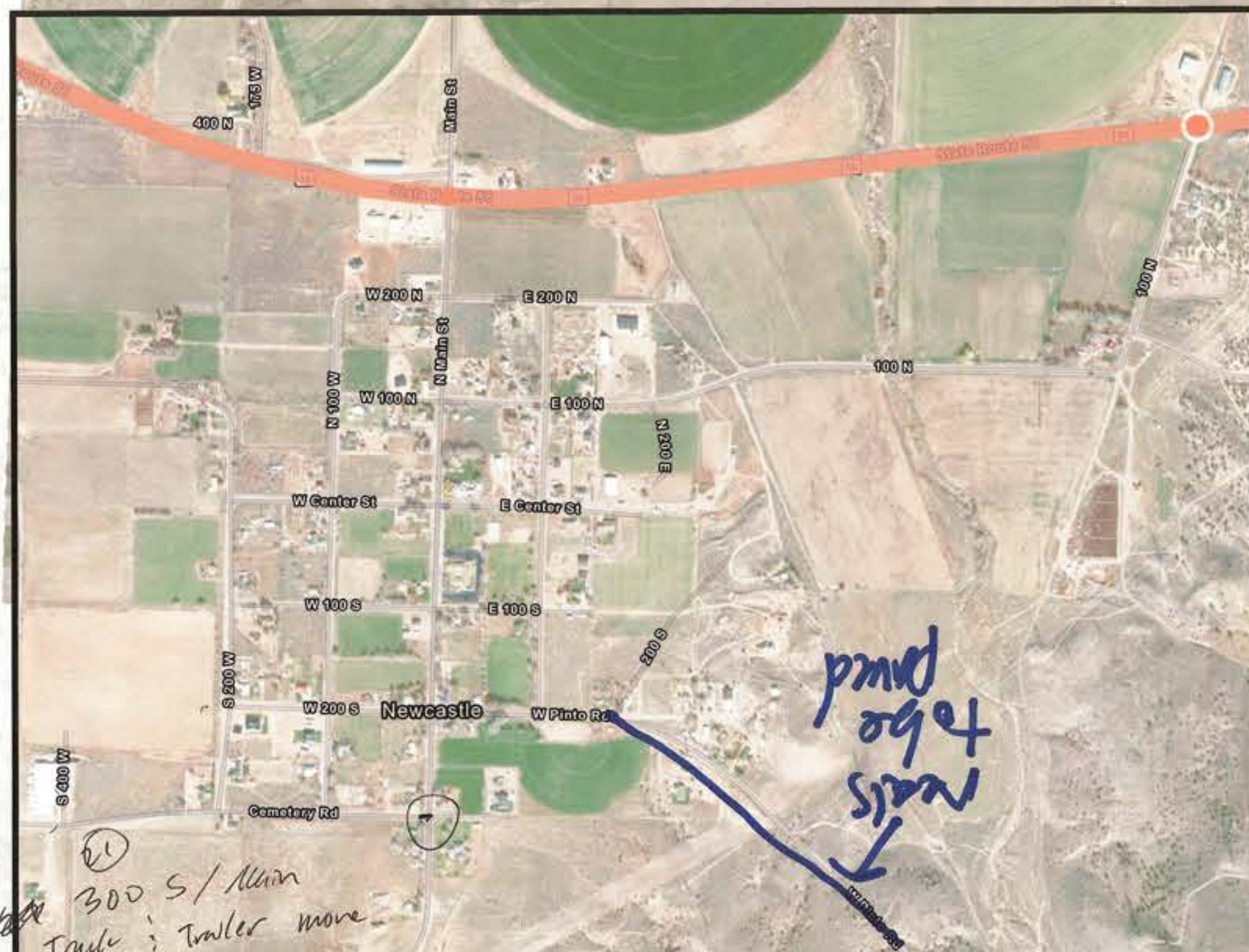
0 1.25 2.5 5 Miles

N



- Peer some obstructing view
- Short Rte Dept Coverage speeding unsafe driving
- Angle/Obligue Intersections
- Dusty? Busy - Comuter to Milford
- Weed Removal on 56 to improve safety
- Widen Shoulders for Cyclists - 56 -
- School Bus Pullouts on 56
- Iron Town off at 56
- Glare from Rural Signs
- Shoulder angle off of SR-56 ... Too steep

- Unl'd Hwy Midvalley Rd Flashing Stops Beneft



- Beryl Ed. Speed 30 MPH pushed Trailer goes 60 mph Shuntent
- 1000 E 2000 S Jones + bending Needs stop not yield
- 1200 W 300 S Impact points traffic
- 800 W 300 S Road swings into the dairy do not yield Milgro.
- Reservoir Road Head on 45° curve widen and direct
- Pinto Road Geometry Vegetation

2



**Enoch City GFA**

High-Risk Intersection

High-Risk Roadway

0 0.13 0.25 0.5 Miles

N

**Enoch City GFA**

High-Risk Intersection

High-Risk Roadway

0 0.13 0.25 0.5 Miles

N

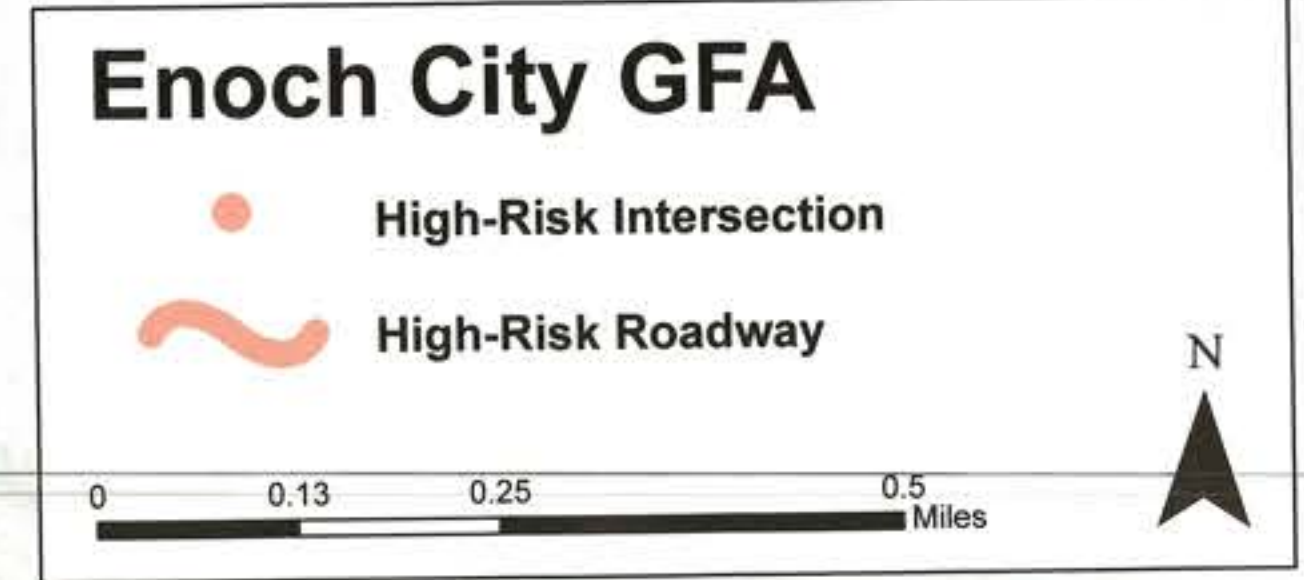
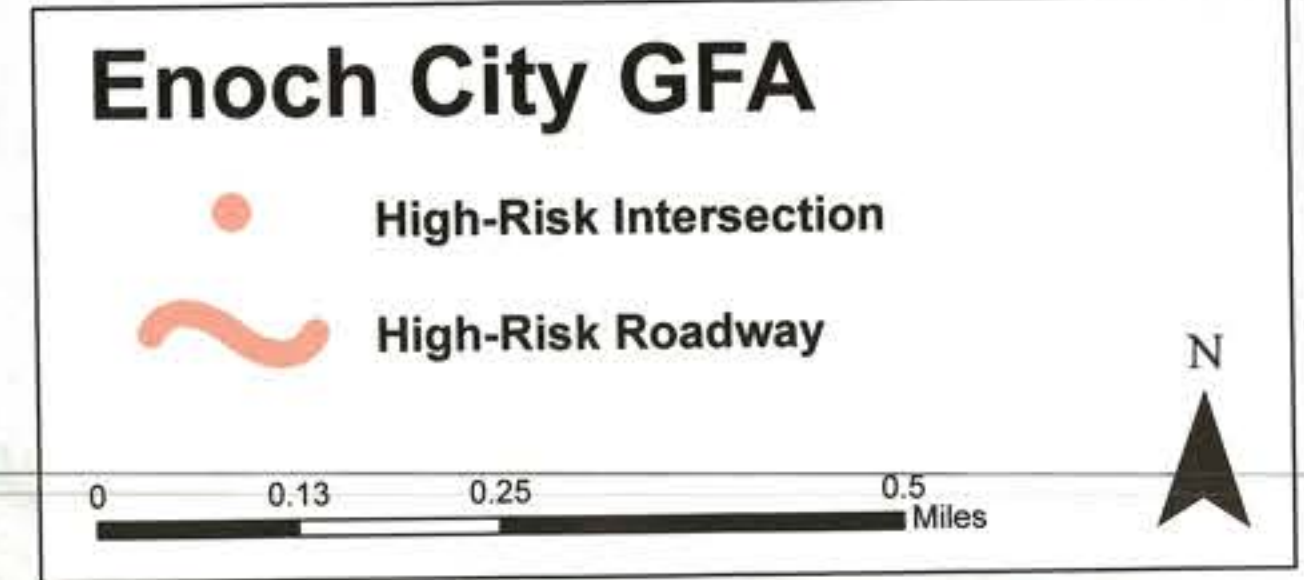
**Enoch City GFA**

High-Risk Intersection

High-Risk Roadway

0 0.13 0.25 0.5 Miles

N



Disturbed  
Diversity  
Entertainment

all along SPRD  
all/diel  
all/diel

Turn / away  
on SR130

- M property
- rights
- no sign

[illegible]

No project.

202 ends  
114 1/2 11mm

Buildings

turn →  
Caus.

10 SB  
turn/acc

100  
E Apartments on the  
Pedestrian  
Accident  
E Blue Sky Dr N  
W Maypole Dr

$\times$   
 Divisor  
 2 + out  
 1000000

—

Revised

- Tuff
- N
- f

700' 600' 500'

under sand

- shales
- limestones

quartz

red / pink

clay

Systole:  
- Kontraktion  
- Anheben des Blutes  
- Erhöhung des Blutdrucks

- **Carrying** (can't be used for  $\mu$ )
- **Spreading** on **hydrophobic**
- **spread** **hydrophobic** oil &
- **spread spreading**
- **form** but be **diffusion**

★ Signal from left turn arrows ★

- 2 months ago  
 had not read  
 - Edmund Spenser → Platon  
 - Edmund Spenser  
 - Edmund Spenser presents to schools



Enoch City GFA

High-Risk Intersection  
High-Risk Roadway

0 0.13 0.25 0.5 Miles



13 Day Park Wildlife Reserve on a dirt road, Future Issue Trails

- 1 Turning into wrong lane, cell phones, education on signaling
- 2 Use signals, turn into correct lanes, cell phone safety, education
- 3 Education on Pedestrian: Bikes using city streets
- 4 Broken edges on road
- 5 Underage ATV drivers
- 6 Trails - Pedestrians not on roads

7 No Guidance in Mud Valley

10 Ice Risk, Future Congestion

11 Soccer field congestion, Ped/Hybrid weaving

15 Stopping on 91 to turn into driveways. Stopping for E's on 91

14 Dip Bulls Ice

12 Soccer Lane 15 Mile Vehicle

8 Bypass Rd from Moverik under 1-15 to Lanes

9 Congestion in front of Moverik

7





“A plan to provide local governments the means to make strategic roadway safety improvements”

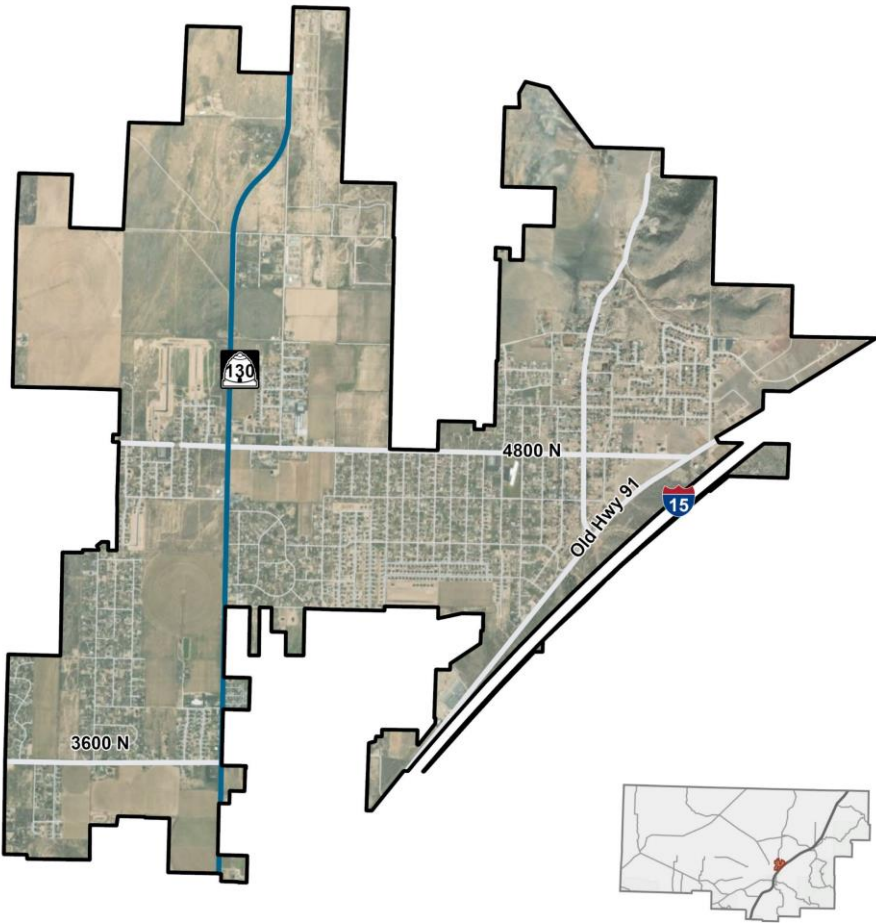
Iron County, in partnership with surrounding communities, is preparing a county-wide Safety Action Plan (SAP). The SAP will present a **holistic, well-defined strategy** to **reduce roadway fatalities and serious injuries** for all of Iron County.

The SAP will **analyze** safety needs, **identify** high-risk locations and factors contributing to crashes, and **prioritize** strategies to address them.

The SAP will meet eligibility requirements that allow local jurisdictions to apply for **Implementation Grants** from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) discretionary grant program. The grant program was established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in appropriated funds, 2022-2026. A SAP must include the following elements, as specified by FHWA to satisfy eligibility requirements to apply for an implementation grant:

**State Route:** Roadways owned, operated, and maintained by UDOT

**Non-State Routes:** Other non-UDOT roadways – typically minor arterials and collectors, and residential streets



Self-Certification Checklist

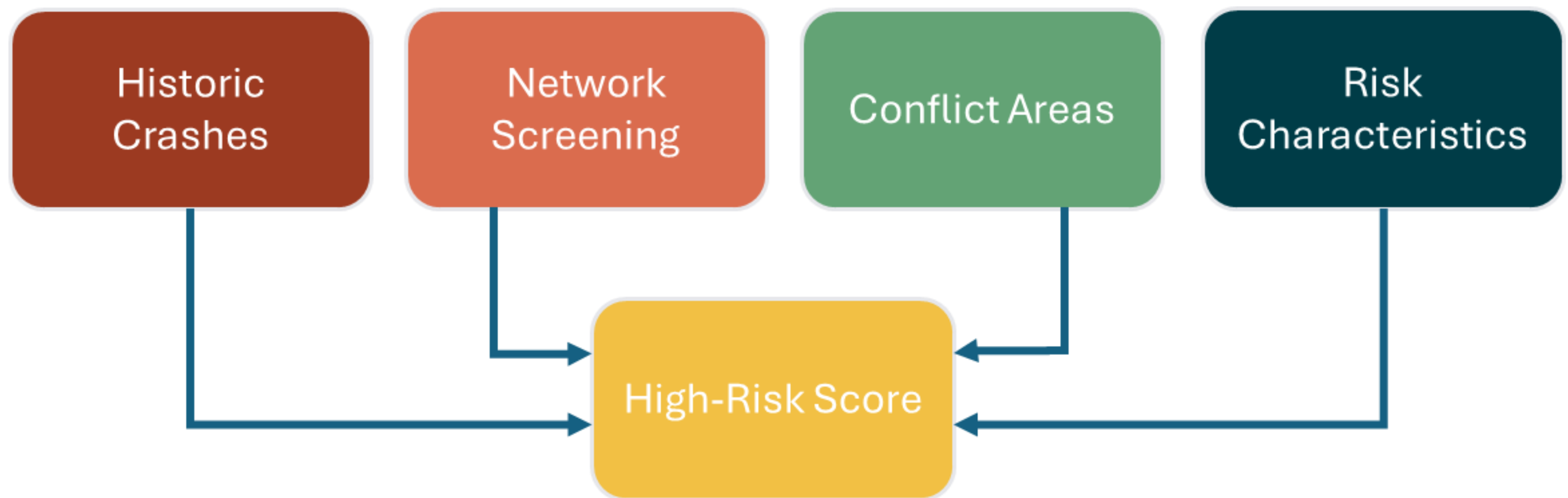
Plan must include the following:

- ☐ Safety Analysis
  - ☐ Existing conditions and historical trends
  - ☐ Crashes by location, severity, and contributing factor
  - ☐ Systemic and specific safety needs
  - ☐ Geospatial identification of higher risk locations
- ☐ Identification of comprehensive set of projects and strategies

...And must complete 4 of the 6 elements to the right:

- |   |   |
|---|---|
| 1. Leadership Commitment <ul style="list-style-type: none"><li><input type="checkbox"/> Governing body publicly commit to a zero fatalities and serious injury goal</li></ul> | 4. Equity <ul style="list-style-type: none"><li><input type="checkbox"/> Data-driven, inclusive, and representative processes</li></ul>   |
| 2. Plan Development <ul style="list-style-type: none"><li><input type="checkbox"/> Committee charged with plan development, implementation, and monitoring</li></ul>          | 5. Policies, Plans, Guidelines, and/or Standards <ul style="list-style-type: none"><li><input type="checkbox"/> Assessment of policies, plans, guidelines, and/or standards</li></ul> |
| 3. Development Activities <ul style="list-style-type: none"><li><input type="checkbox"/> Engagement with public and relevant stakeholders</li></ul>                           | 6. Progress <ul style="list-style-type: none"><li><input type="checkbox"/> Description on how progress will be measured over time</li></ul>   |









*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

- Data source:**

Michelin Mobility Intelligence (MMI) (i.e. cellular and GPS data).
- Represents:**

Identifies and prioritizes high-risk corridors based on different driving metrics.
- Example Data:**

Phone handling, sudden braking, suspected collisions, and speeding events.



*Assigns road segments a 1–5-star rating based on the roadway’s safety features and characteristics to identify hazardous road sections.*

- Data source:**

Video footage analyzed in 100-meter segments.
- Represents:**

Safety of road segments for drivers, bicyclists, and pedestrians based on roadway design, features, and characteristics.
- Example Data:**

Traffic volume, speed, lighting, shoulder conditions, rumble strips, access density, roadway geometry, etc.





Historic Crashes

Based on...	Historic Crashes, 2019-2023
Analyzes...	Crashes per mile or traffic volumes
Results in...	1. High Crash Network 2. High Injury Network

Conflict Areas

Based on...	Replica Safe Streets Planner
Analyzes...	Roadways by high-risk areas
Results in...	Replica Conflict Network

Network Screening

Based on...	Historic Crashes, 2019-2023
Analyzes...	Roadways and intersections by expected vs. actual crash rates
Results in...	Critical Crash Rate Network

Risk Characteristics

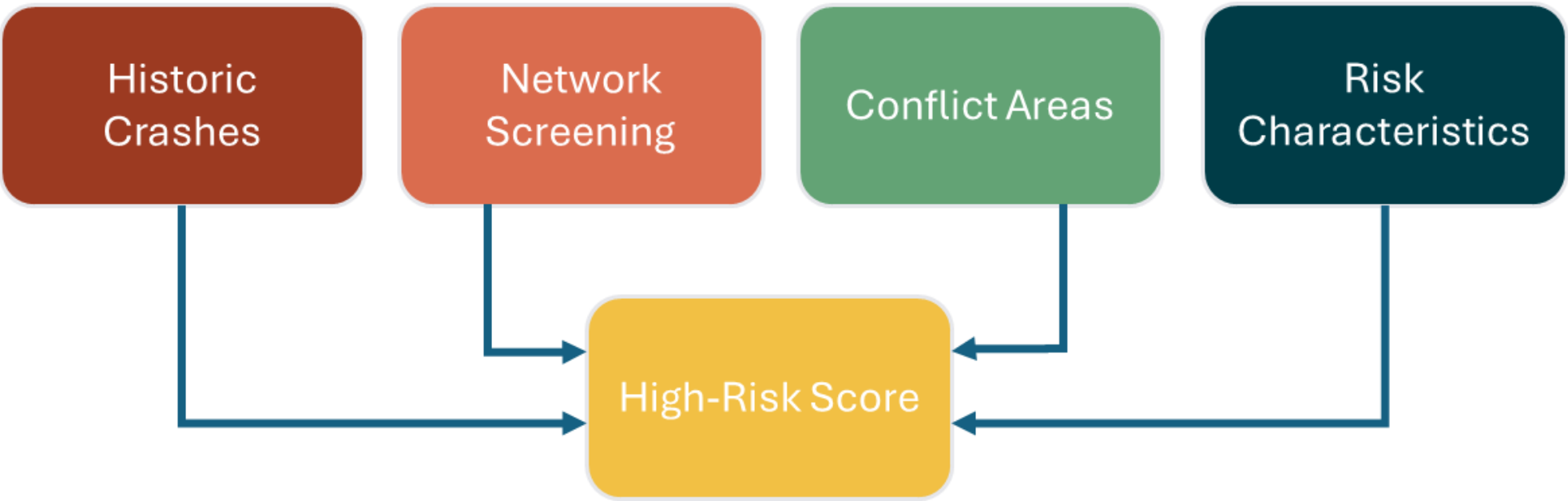
Based on...	usRAP Roadway Data
Analyzes...	Roadways by design and physical characteristics
Results in...	1. usRAP Network (star rating) 2. Crash Profile Risk Network



Each safety analysis methodology identifies locations that are **candidates for safety improvements** to reduce fatalities and serious injury crashes.

To provide focused information for jurisdictional decisions regarding **prioritization of safety improvements**, a **Risk Score** (0 to 5), was assigned to the transportation network. Any location with a positive Risk Score may be considered for safety improvements. Locations with a Risk Score of **“3”** or greater are to be prioritized in the **High-Risk Network**.

A map of the resulting High-Risk Network is provided on page 6, pages 7 and 8 provide a detailed list of the top priority locations (roadway segments and intersections).



High Risk Category	Safety Analysis	Scoring Criteria	Risk Score	Page #
Historical Crashes	High Crash Network	Highest number of crashes per miles	1	11
	High Injury Network	Highest number of fatal and injury crashes per mile	1	12
Network Screening	Critical Crash Rates	Positive critical crash rate differential	1	13
Conflict Areas	Replica - Speeding Areas	Speeding conflict risk score of 80+	1	14
	Replica - Non-Speeding Areas	Non-speeding conflict risk score of 80+		15
	Replica - Active Transportation Areas	Active transportation conflict rick score of 80+		16
Risk Characteristics	Crash Profile Risk	Crash Profile Risk score of 60+	1	17
	usRAP Vehicle Star Rating	Star Rating of 1 - 2		
	usRAP Pedestrian Star Rating	Star Rating of 1 - 2		
	usRAP Bicycle Star Rating	Star Rating of 1 - 2		

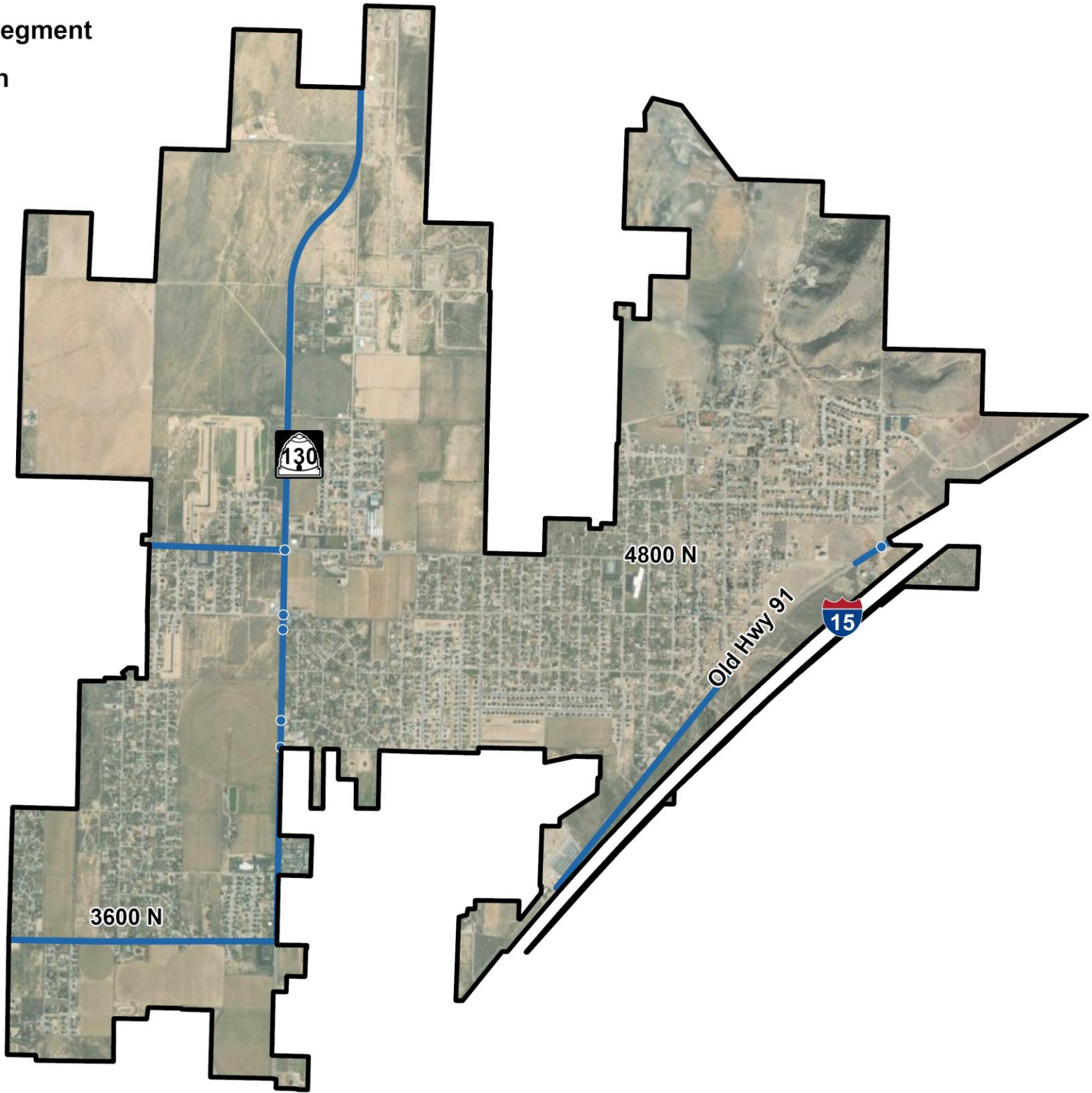
Maximum High-Risk Score\* 5

High-Risk Score

\*See Supporting Information for more details on each scoring criteria



 Roadway Segment  
 Intersection



High-Risk  
Network





Roadways				Safety Analysis									
Roadway	Extents	Length (miles)	Functional Classification	High Crash Network	High Injury Network)	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
State Routes													
Minersville Highway (SR 130)	3600 North to Midvalley Road	1.5	Other Principal Arterial	X	X		X	X	X	X	X	X	X
Minersville Highway (SR 130)	Midvalley Road to 6400 North	2.5	Minor Arterial	X		X	X	X	X	X	X	X	X
Non- State Routes													
Midvalley Road	SR 130 to Briftwood Lane	0.8	Major Collector	X			X	X	X				
Old Highway 91	940 East to Enoch Road	1.5	Major Collector	X	X								
Old Highway 91	Midvalley Road to Ravine Road	1.0	Major Collector	X			X						
3600 North	Bulldog Road to SR 130	1.0	Minor Collector	X			X	X	X				





Intersections		Safety Analysis			Supporting Networks						
Intersection	Number of Crashes	High Crash Network	High Injury Network	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transpor tation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
Unsignalized Intersections											
SR 130 & Midvalley Road	17	X	X	X				X	X	X	X
SR 130 & 4600 North	3		X	X	X	X	X	X	X	X	X
SR 130 & 6400 North	5	X		X	X	X	X		X	X	X
SR 130 & 4200 North	3			X	X	X	X	X	X	X	X
SR 130 & Blue Sky Drive North	4			X	X	X	X		X	X	X
Heather Hue Road & Old Highway 91	3			X	X	X	X		X	X	X
SR 130 & Blue Sky Drive South	3			X	X	X	X		X	X	X



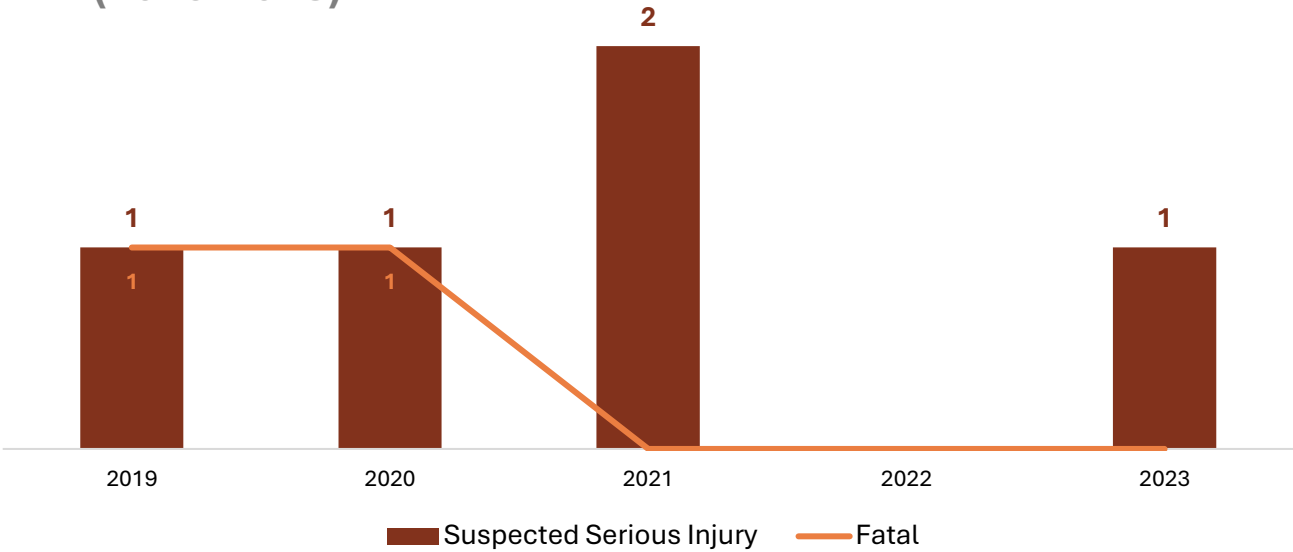
# SUPPORTING INFORMATION



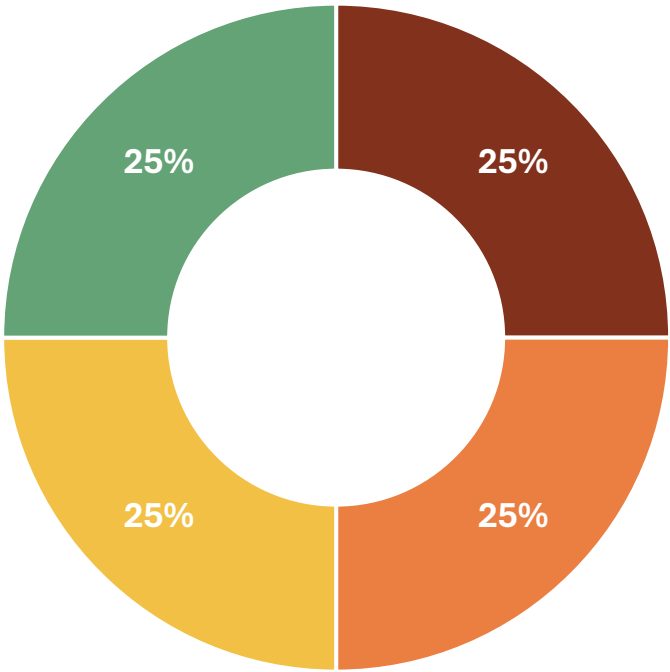


Route Type	State Route		Non-State Routes		Overall Total		% of Iron County
Crash Severity	Crashes		Crashes		Crashes		%
	#	%	#	%	#	%	
Fatal	0	0%	2	3%	2	2%	5%
Suspected Serious Injury	2	5%	3	5%	5	5%	3%
Suspected Minor Injury	7	18%	7	11%	14	13%	2%
Possible injury	8	20%	12	18%	20	19%	3%
No Injury / Property Damage Only	23	58%	41	63%	64	61%	2%
Total	40	100%	65	100%	105	100%	2%

Annual Fatal and Serious Injury Crashes (2019-2023)

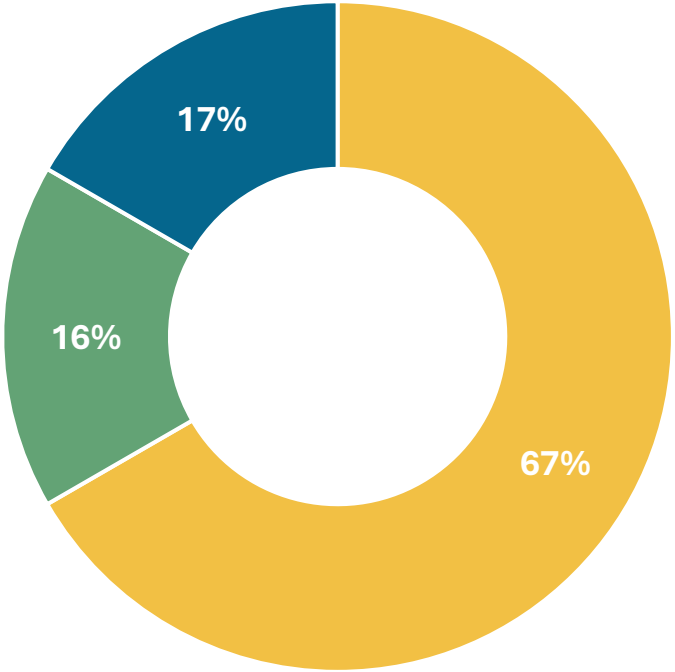


Fatal & Serious Manners of Collision



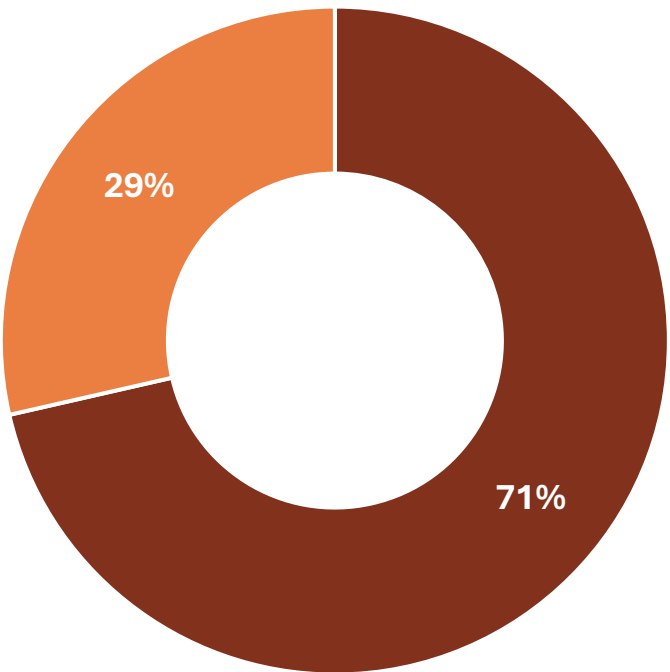
- Roadway Departure
- Left Turn at Intersection
- Rear-End
- Highway Crossover

Top 5 Fatal & Serious Injury Crash Types



- Angle
- Front to Rear
- Parked Vehicle

Crash Lighting Conditions



- Daylight
- Dark - Not Lighted

Historical Crashes



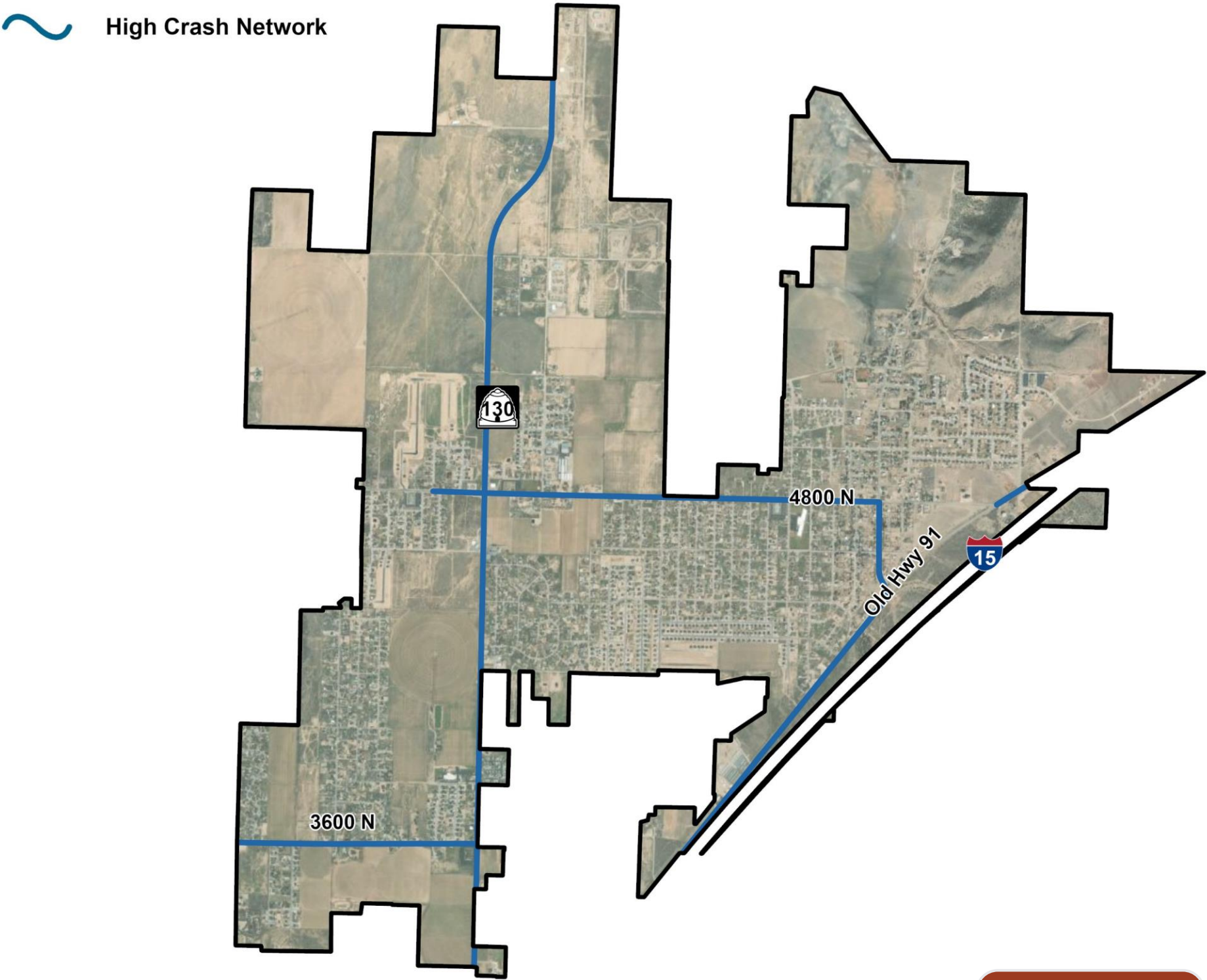
*70% of all Enoch crashes occur on 20% of the Enoch City GFA’s roadways*

Understanding the types and locations of vehicle crashes is an important part of analyzing the safety conditions of a roadway network.

A component of the SAP is to identify locations with an **elevated risk** of crashes. The initial step of this analysis is to spatially reference crashes that occurred within the GFA. Next, a crash rate of total crashes (all severities) per mile is calculated for each roadway segment. This calculation helps identify frequency of crashes regardless of severity.

The roadway network to the right is identified as the **High-Crash Network**.

The High Crash Network includes roadways on which 40% of all crashes occurred throughout the County.



Historic  
Crashes



*20% of all injury crashes in Enoch occur on 10% of the Enoch City GFA’s roadways*

A proactive approach to reducing and eliminating traffic fatalities and serious injuries requires an investigation of the conditions that contribute to severe traffic crashes. The Safe System Approach includes safety strategies and countermeasures that seek to not only reduce the number of crashes that occur but also **reduce the severity** when a crash does occur.

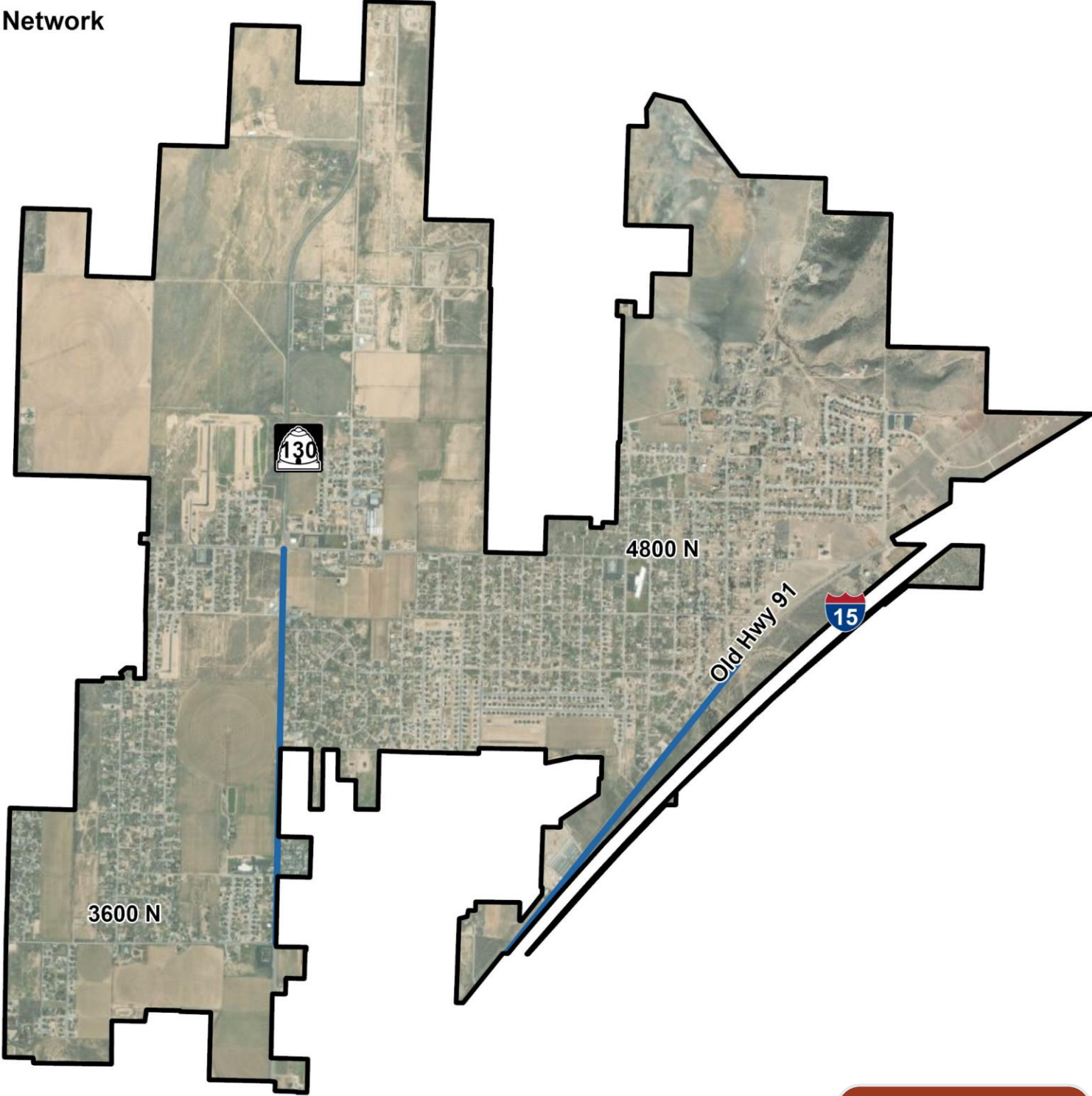
Identifying locations of fatal and injury crashes is a key step in detecting any patterns in the **location** or **characteristics** of roadways or intersections that are potentially impacting the frequency of injury crashes.

A **High-Injury Network** is created by spatially referencing fatal, serious injury, and minor-injury crashes to the roadway network. An “injury rate” of fatal and injury crashes per mile is calculated for each roadway segment.

The map to the right shows the **High-Injury Network**, which represents the roadways on which 60% of fatal and injury crashes in the County have occurred.

Note, the roadway segments identified in both the high crash and high injury networks represent locations with the highest crash rates. Roadway segments may be combined to illustrate more complete corridors.

 High Injury Network



Historic  
Crashes



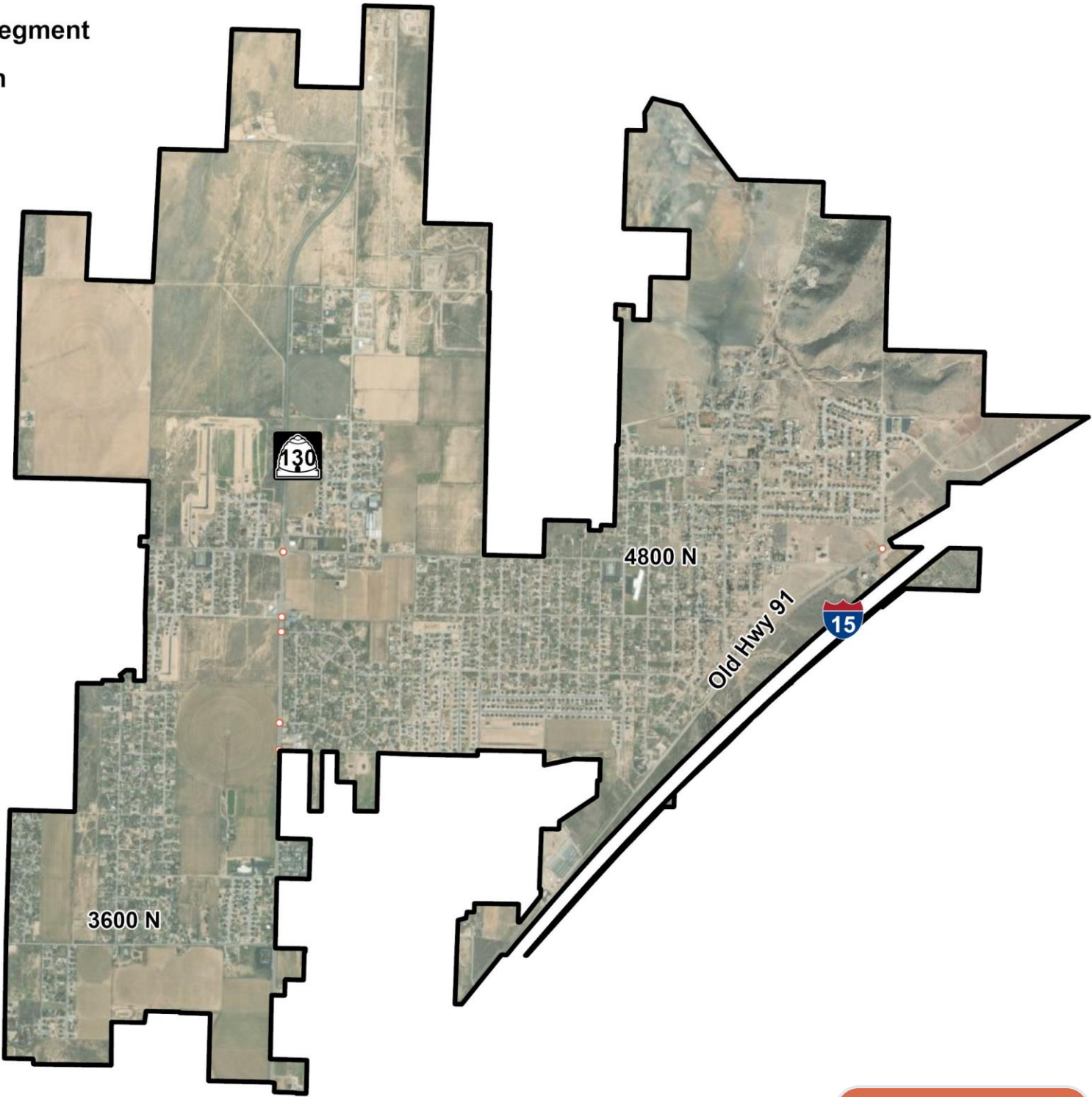
*Locations where historic crashes have exceeded expected crash rates based on similar characteristics*

The Critical Crash Rate (CCR) analysis compares the **observed** crash rate of a location to the **expected** crash rate based on similar locations with similar traffic volumes. Each GFA was analyzed individually to calculate CCRs specific to the GFAs demographics and facilities.

A location with a **positive** CCR indicates higher-than-expected crash rates and a potential for safety improvement. The higher the CCR value, the larger the potential to improve safety at that location.

The map to the right illustrates the **Critical Crash Rate Network** that includes roadway segments and intersections with a potential for safety improvement based on the CCR analysis in the Enoch City GFA.

 Roadway Segment  
 Intersection



Network  
Screening



*Identifying potential conflict and high-risk areas using data from speeding events*

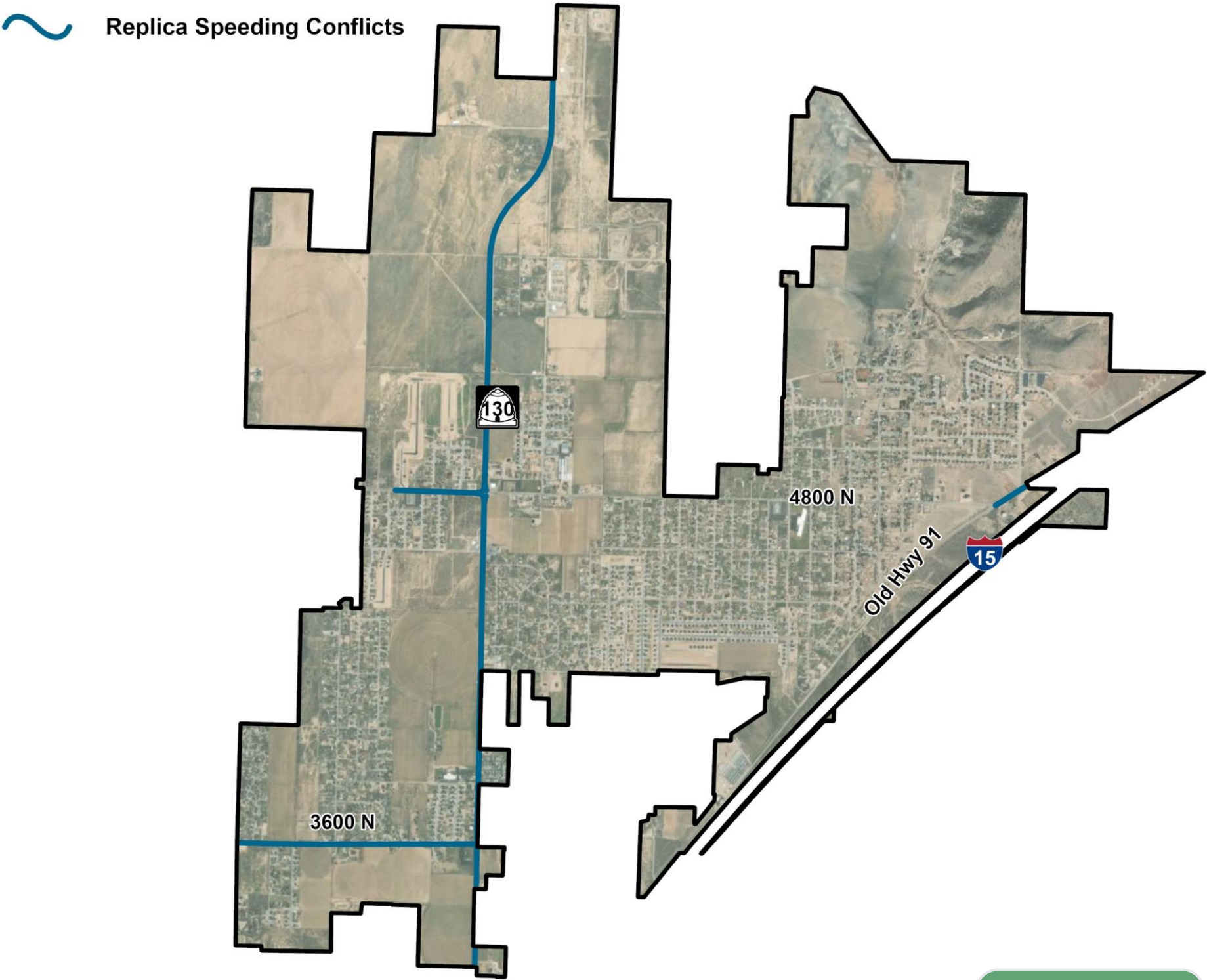
Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital application called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

Replica’s cellular data includes indicators of risky behaviors like **speeding**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a speeding risk score of 80 or more are included in the **Replica Speeding Conflict Network** shown to the right.



Conflict Areas



*Identifying potential conflict and high-risk areas using data from events such as phone-handling, sudden braking, and suspected crashes*

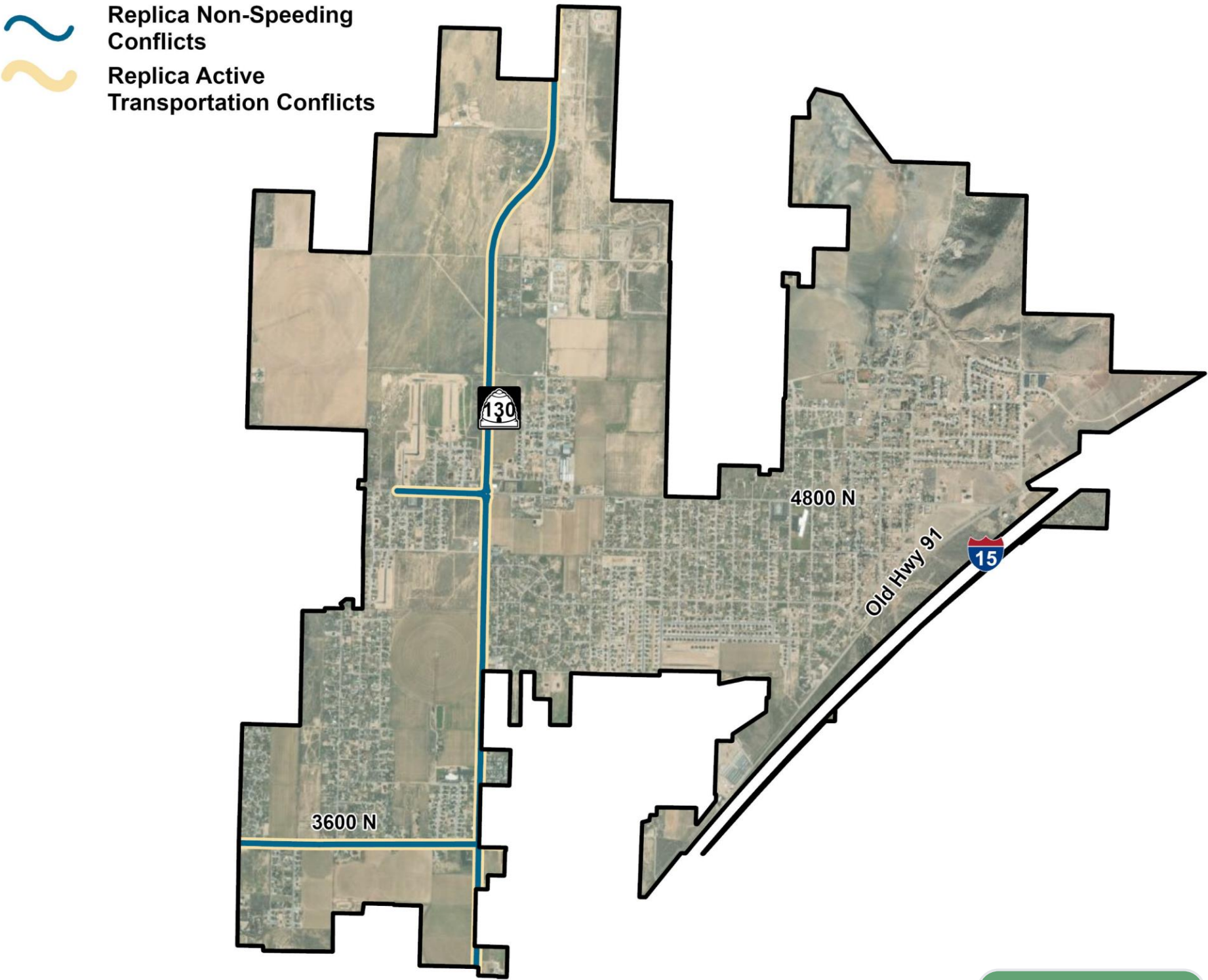
Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital applications called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

Replica’s cellular data includes indicators of certain risky behaviors; **speeding, distracted driving, and hard-braking**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. Risky events captured in the data include phone handling, sudden braking, suspected collisions, and speeding. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a risk score of 80 or more in non-speeding events of the Replica metrics analyzed are included in the **Replica Non-Speeding Conflict Network** shown to the right.



Conflict Areas



*Evaluation of roadway characteristics contributing to risk based on locations of historic crashes*

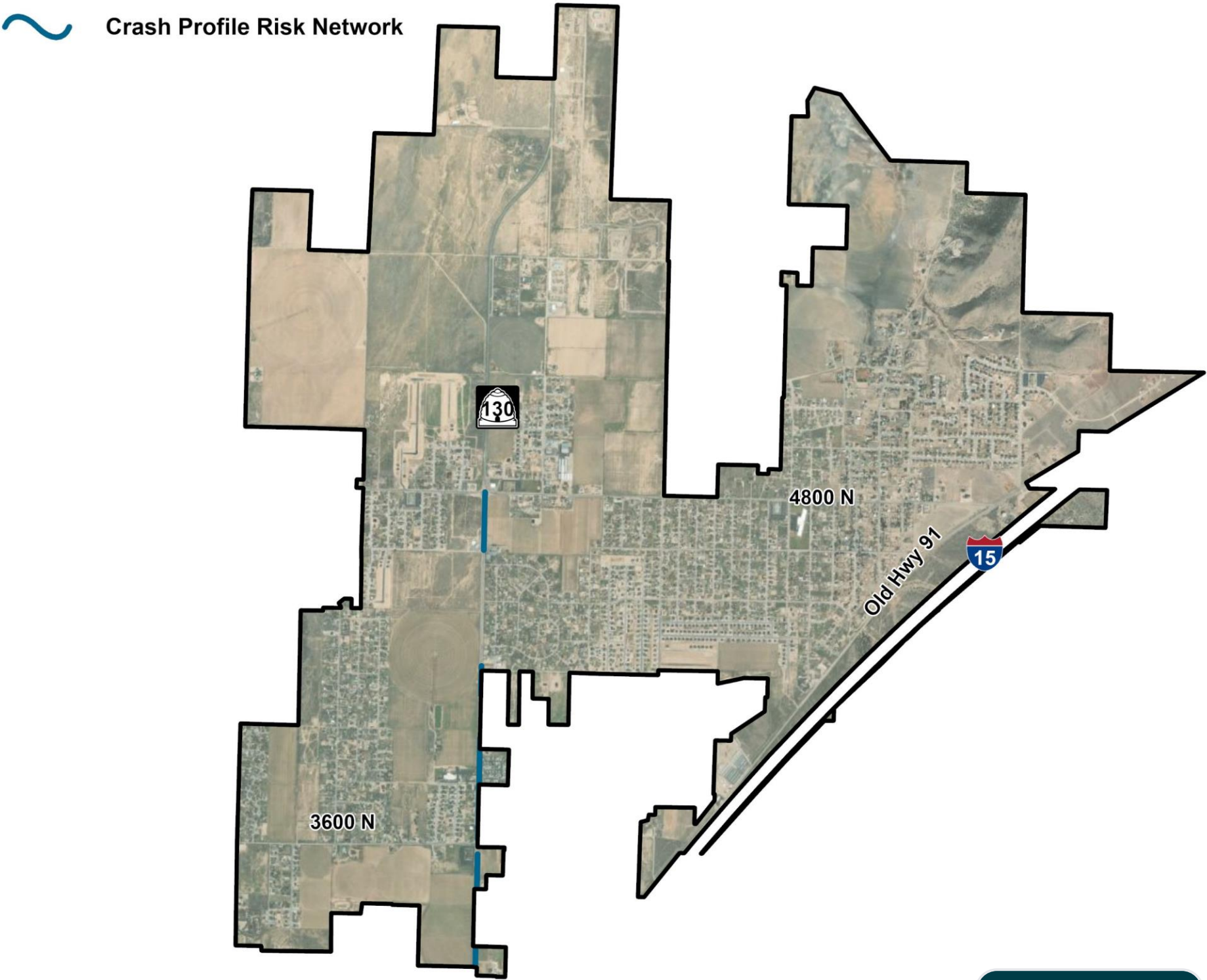
The **Crash Profile Risk Assessment** reviewed fatal and serious injury crashes reported in Iron County to identify attributes that correspond to a higher frequency of fatal and serious injury crashes.

Characteristics considered include:

- Traffic volumes
- Speed limits
- Roadway cross-section
- Lighting condition
- Access Density
- Rumble strips
- Paved shoulder
- Roadside hazards
- Roadway Geometry (curves)

The crash profile risk score, has a maximum value of 100 points. A roadway segment with a score of 60 or higher is a candidate for safety improvements.

The **Crash Profile Risk Network** of the highest scoring roadway segments is shown to the right.



Risk  
Characteristics



*A risk rating based on the design and traffic control attributes of the roadway*

The United States Road Assessment Program (**usRAP**) is a proactive tool for analyzing the safety of a roadway.

Star ratings are assigned to each segment of the roadway network. Only State Highways are included in the roadway network for this data set. Star ratings consider roadway infrastructure and attributes known to impact the likelihood of a crash and its severity. Attributes include roadway type, width, shoulders, speed limit, traffic volumes, etc.

The roadway’s star rating is based on the presence or absence of these design and traffic control features.

**5**-star roadways have the **most** safety-related design and traffic control features. **1**-star roadways have the **fewest** safety-related design and traffic operational features.

Star ratings are assigned for a vehicle , pedestrian, and bicyclist category.

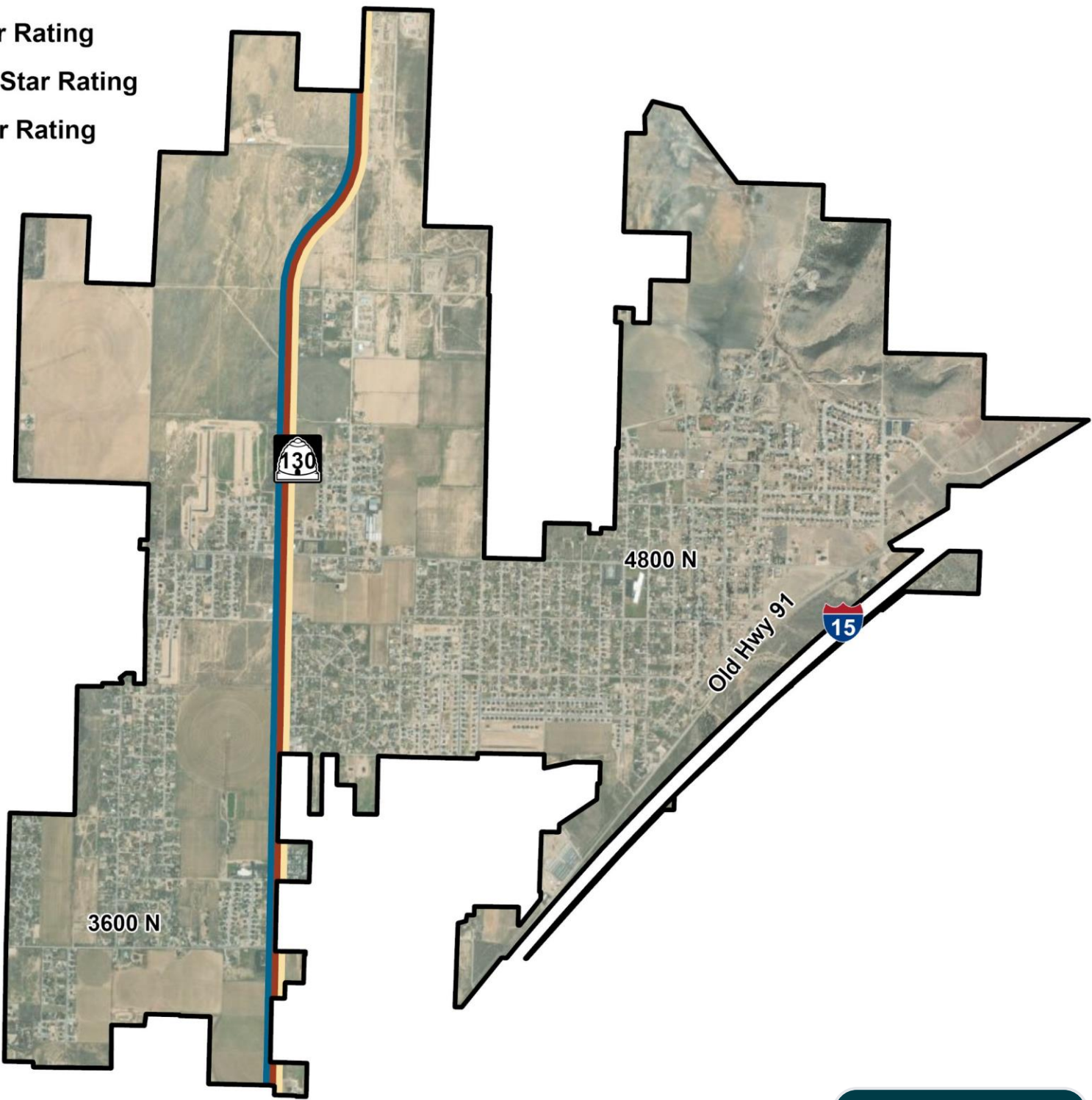
The roadways highlighted in the **usRAP Network** to the right have a star rating of **1** or **2** in the vehicle, pedestrian, or bicyclist category of usRAP ratings.

- 

Vehicle Star Rating
- 

Pedestrian Star Rating
- 

Bicycle Star Rating



Risk  
Characteristics



“A plan to provide local governments the means to make strategic roadway safety improvements”



**Goal**  
The SAP will present a **holistic, well-defined strategy** to **reduce roadway fatalities and serious injuries** for all of Iron County.



**Safety Action Plan Elements**  
The SAP will **analyze** safety needs, **identify** high-risk locations and factors contributing to crashes, and **prioritize** strategies to address them.

The SAP will meet eligibility requirements that allow local jurisdictions to apply for **Implementation Grants** from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) discretionary grant program. The grant program was established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in appropriated funds, 2022-2026. A SAP must include the following elements, as specified by FHWA to satisfy eligibility requirements to apply for an implementation grant:



Self-Certification Checklist

Plan must include the following:

- ☐ **Safety Analysis**
  - ☐ Existing conditions and historical trends
  - ☐ Crashes by location, severity, and contributing factor
  - ☐ Systemic and specific safety needs
  - ☐ Geospatial identification of higher risk locations
- ☐ **Identification of comprehensive set of projects and strategies**

...And must complete 4 of the 6 elements to the right:

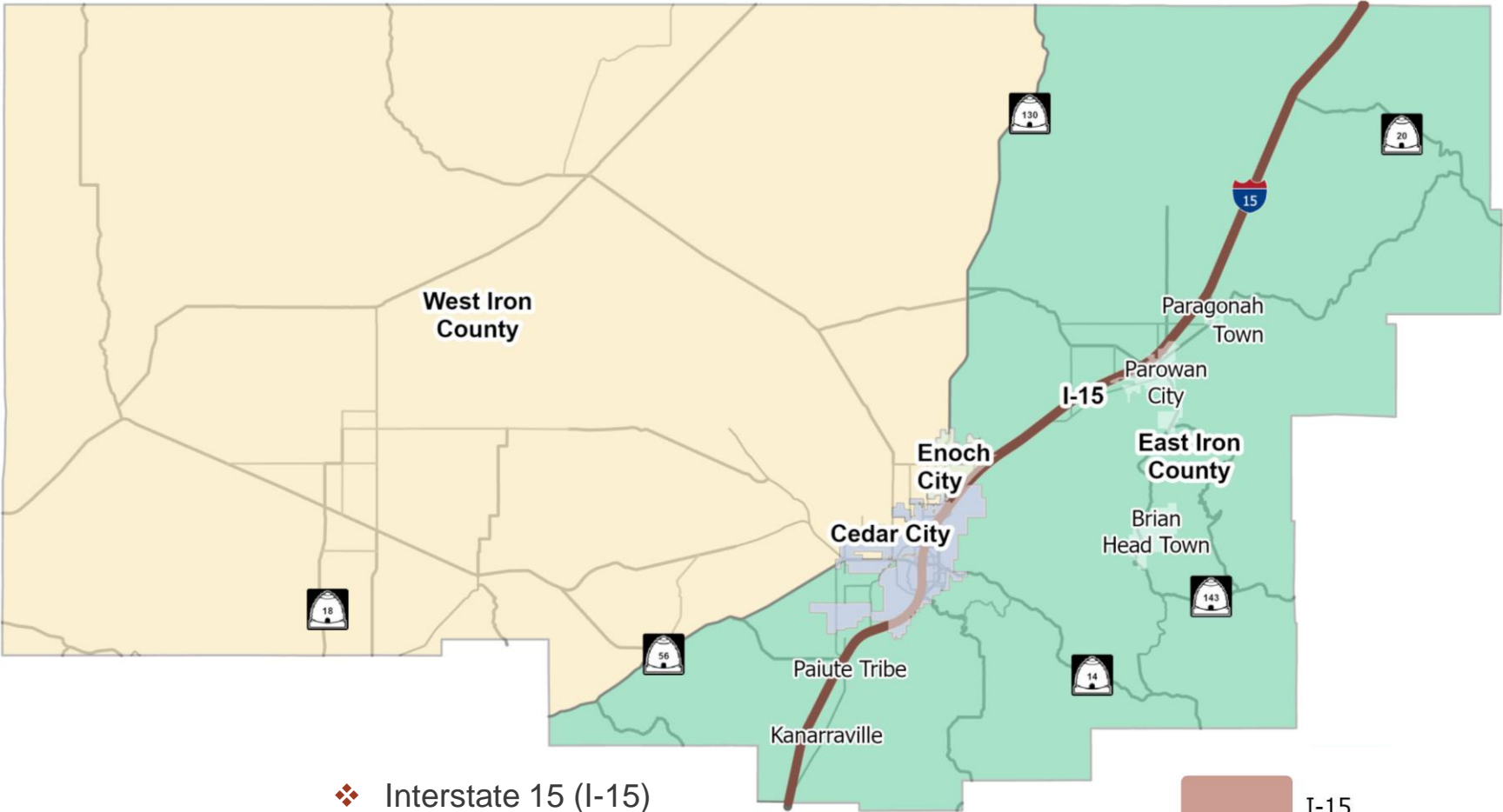
- |  |  |
|--|--|
| 1. <b>Leadership Commitment</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Governing body publicly commit to a zero fatalities and serious injury goal</li></ul> | 4. <b>Equity</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Data-driven, inclusive, and representative processes</li></ul>   |
| 2. <b>Plan Development</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Committee charged with plan development, implementation, and monitoring</li></ul>          | 5. <b>Policies, Plans, Guidelines, and/or Standards</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Assessment of policies, plans, guidelines, and/or standards</li></ul> |
| 3. <b>Development Activities</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Engagement with public and relevant stakeholders</li></ul>                           | 6. <b>Progress</b> <ul style="list-style-type: none"><li><input type="checkbox"/> Description on how progress will be measured over time</li></ul>   |



A Safety Action Plan for **All** of Iron County

The SAP study area includes each jurisdiction in Iron County, illustrated to the right. To organize the number of jurisdictions and unincorporated areas into manageable analysis pieces, Iron County was divided into Geographic Focus Areas (GFA). The jurisdictions captured in each GFA are listed and shown in the image to the right.

Interstate 15 (I-15) was isolated as its own GFA because interstate facilities are not eligible for SS4A funding. However, I-15 is the major connection through Iron County and interacts with the other GFAs analyzed in the SAP.



Safety Action Plan Schedule Overview



- ❖ Interstate 15 (I-15)
- ❖ Cedar City
- ❖ Enoch City
- ❖ East Iron County
  - Kanarraville Town
  - Paragonah Town
  - Parowan City
  - Brian Head Town
  - Paiute Indian Tribe of Utah
  - Unincorporated Iron County, east of SR 130 and SR 56
- ❖ West Iron County
  - Unincorporated Iron County, west of SR 130 and SR 56





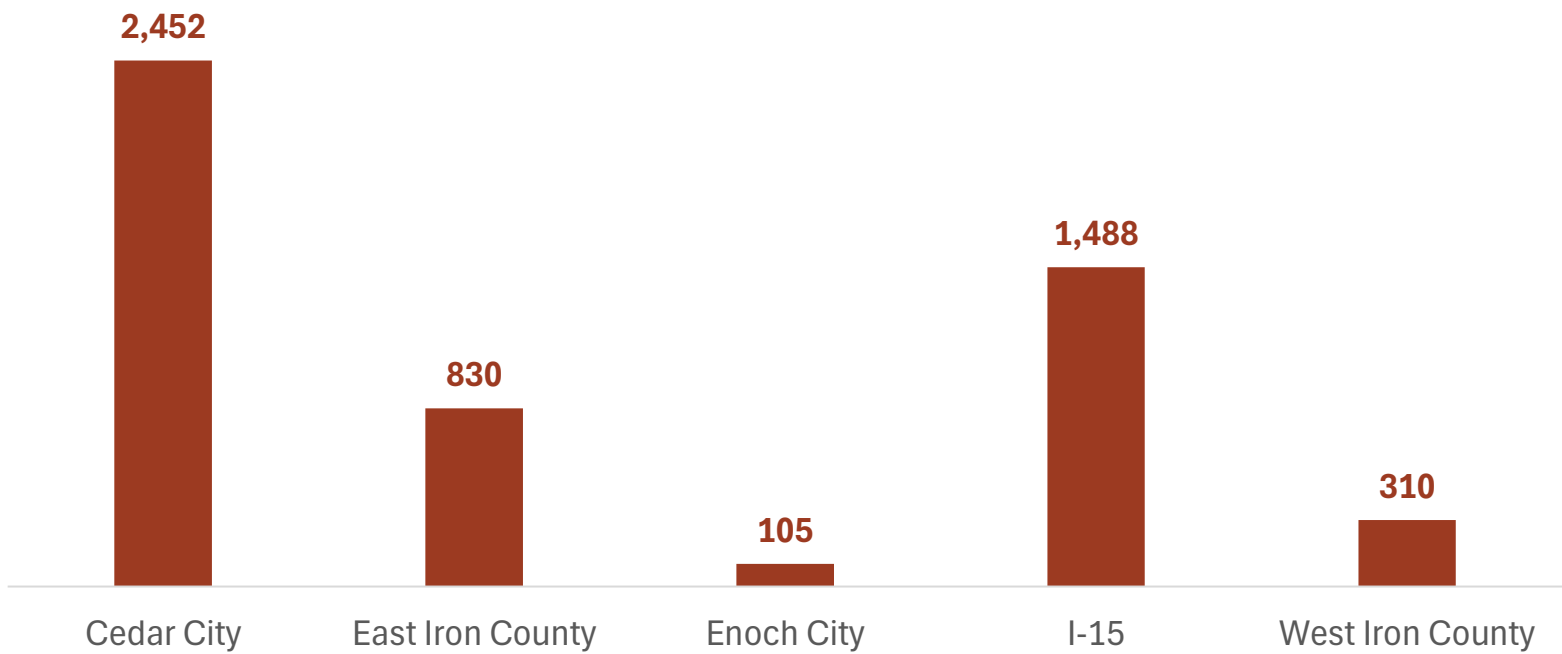
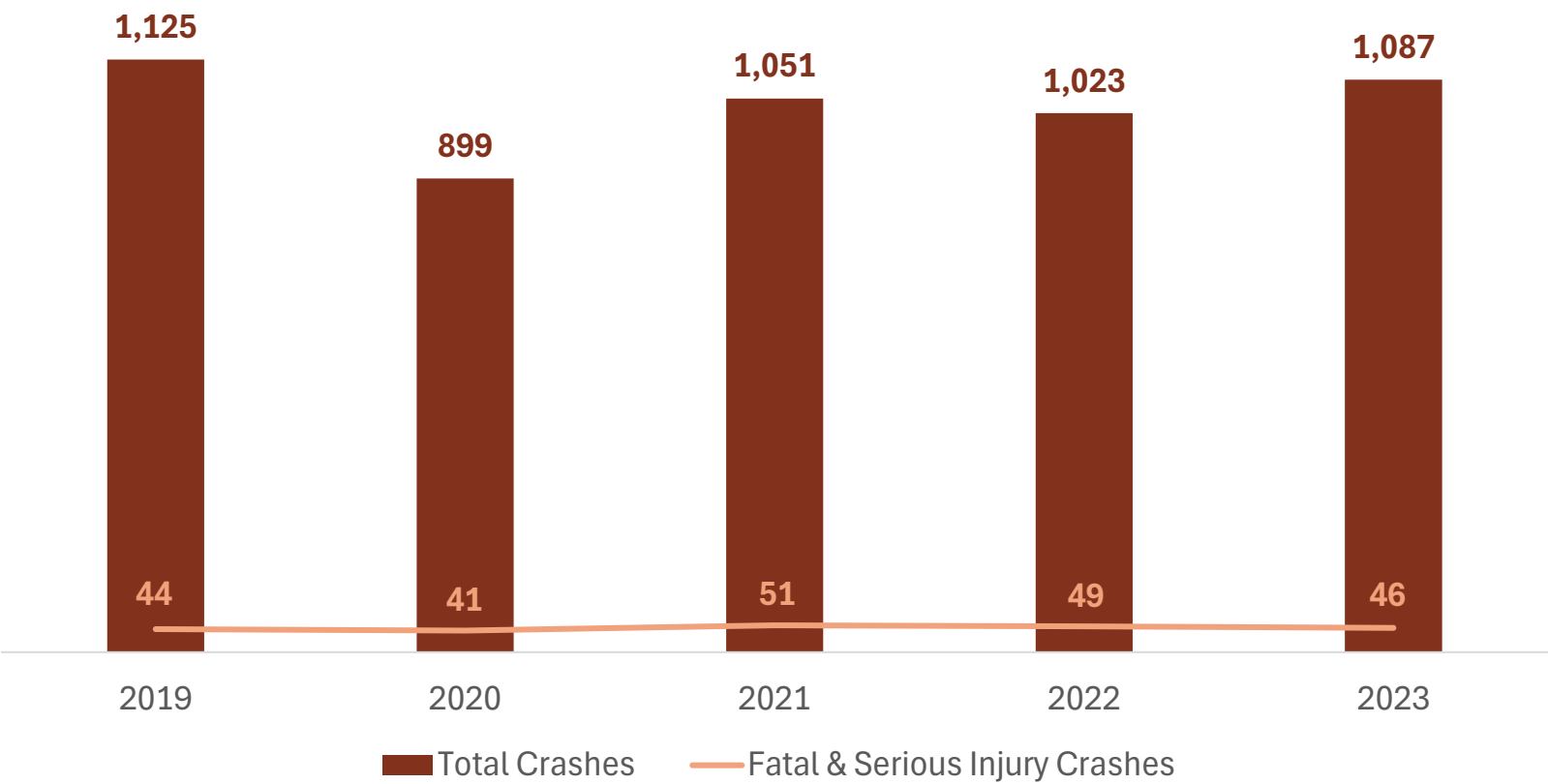
The number of vehicle crashes have **Increased** in the most recent years

The most crashes occurred in 2019. Even though the number of crashes decreased greatly in 2020, as of 2023 there are almost the same number of crashes occurring as there were at the highest in 2019. Note, the number of fatal and serious injury crashes have slightly decreased in the last 3 years.

- ❖ The number of fatal and serious injury crashes reached the highest in 2021 and remains higher than the number of severe crashes in 2019
- ❖ 1 of every 5 pedestrian and/or bicyclist involved crashes resulted in a fatality or serious injury
- ❖ The number of fatal and serious injury crashes involving a pedestrian and/or bicyclist has remained constant over the last 5 years

Iron County Crashes (2019-2023)

Crash Severity	Crashes	
	#	%
Fatal	39	1%
Suspected Serious Injury	192	4%
Suspected Minor Injury	631	12%
Possible injury	719	14%
No Injury / Property Damage Only	3,604	70%
Total	5,185	100%



❖ Nearly 30% of all crashes in Iron County occur in I-15



30% of all Iron County crashes occur on I-15

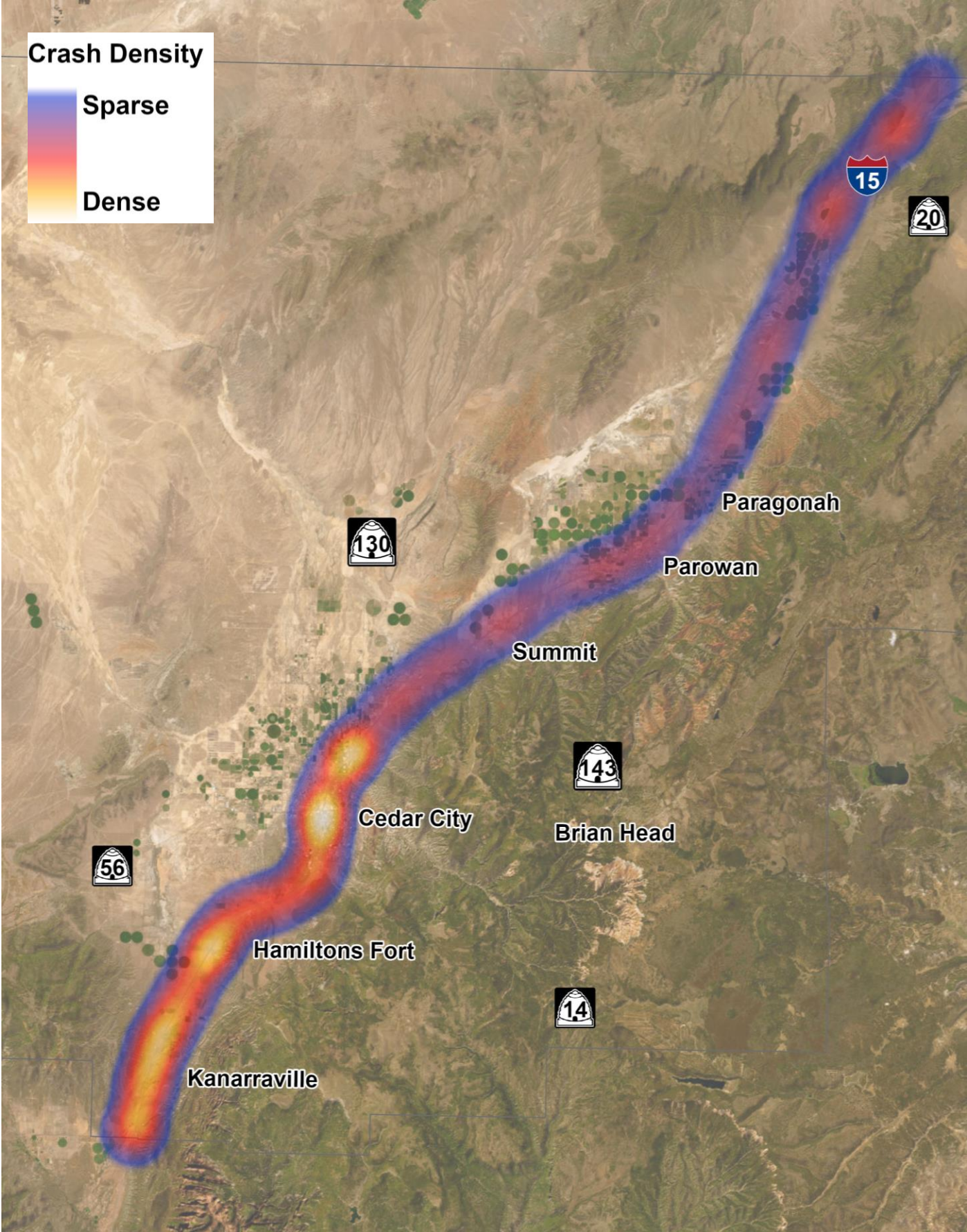
Approximately 60 miles of Interstate 15 (I-15) travel through Iron County. I-15 from milepost 42 to milepost 101 connects the jurisdictions throughout Iron County and other southern Utah destinations like Saint George.

The interstate is a divided facility with median barriers and guardrails in few sections. The speed limit ranges from 75 to 80 miles per hour.

The section of I-15 to the right shows the crash density of crashes that have occurred between 2019 and 2023.

I-15 Crash Severity (2019-2023)

Crash Severity	Total Crashes		% of Iron County Crashes
	#	%	
Fatal	16	1%	41%
Suspected Serious Injury	45	3%	23%
Suspected Minor Injury	156	11%	25%
Possible injury	206	14%	29%
No Injury / Property Damage Only	1,061	71%	29%
Total	1,484	100%	29%





# FATAL & SERIOUS INJURY CRASHES

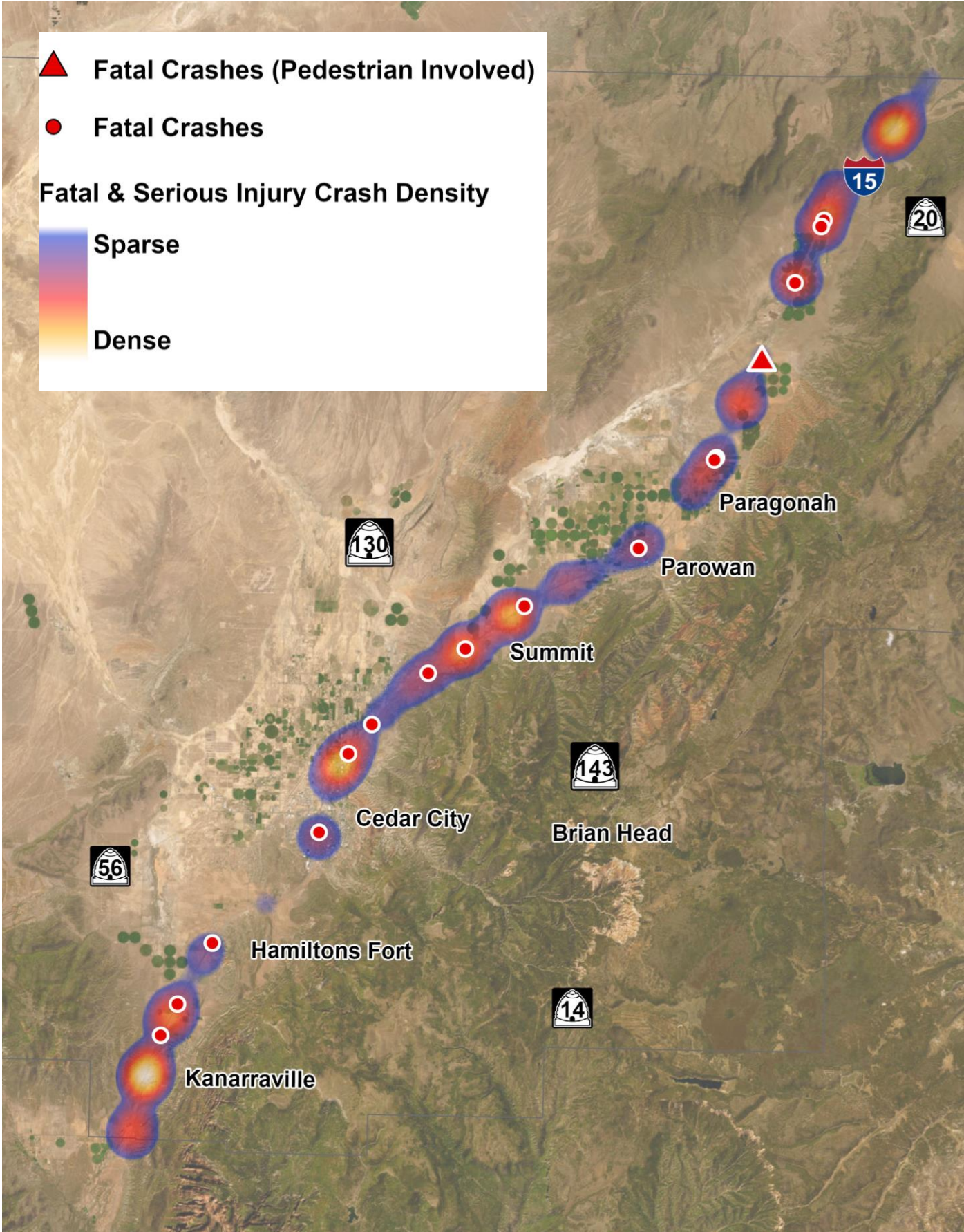
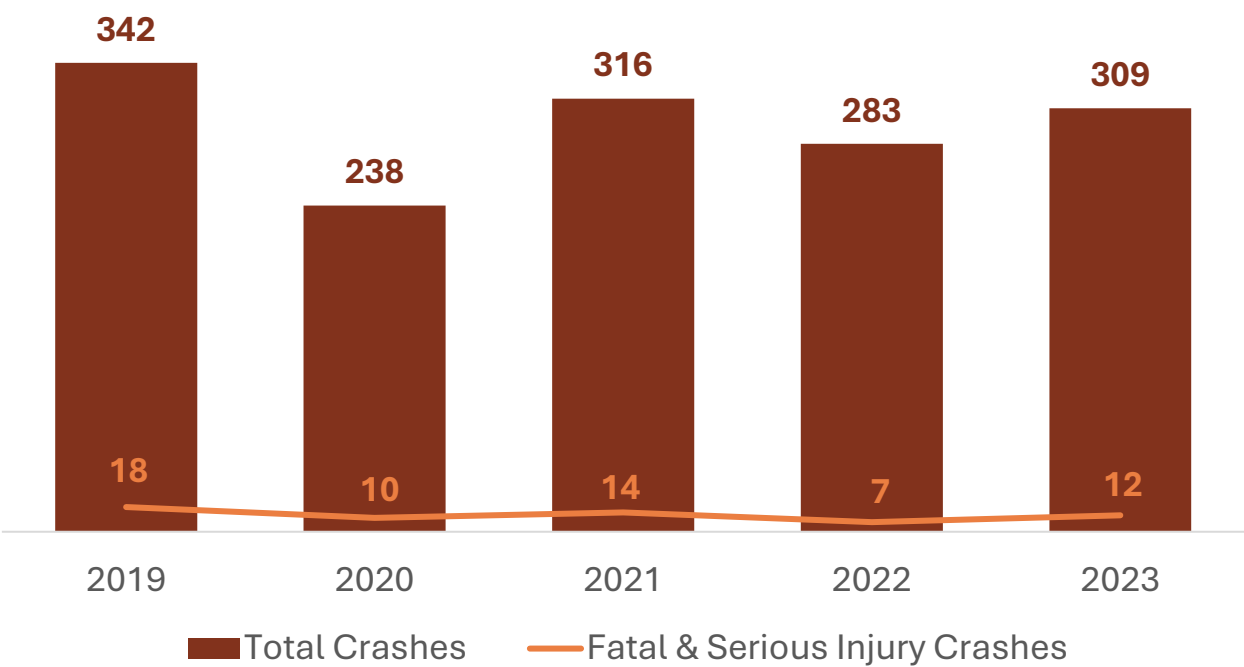
I-15



*1 in 4 Fatal or Serious Injury Crashes in Iron County occur on I-15*

- ❖ The map to the right shows the density of fatal and serious injury crashes, highlighting the locations of fatal crashes
- ❖ One pedestrian fatality occurred in the early morning and involved a DUI
- ❖ All motorcycle fatal and serious injury crashes occurred between Enoch and Parowan
- ❖ 26% of fatal and serious injury crashes involved heavy trucks
- ❖ 16% of fatal and serious injury crashes involved distracted driving
- ❖ 3 of the 61 fatal and serious injury crashes were DUI involved

Annual Crashes (2019-2023) on I-15



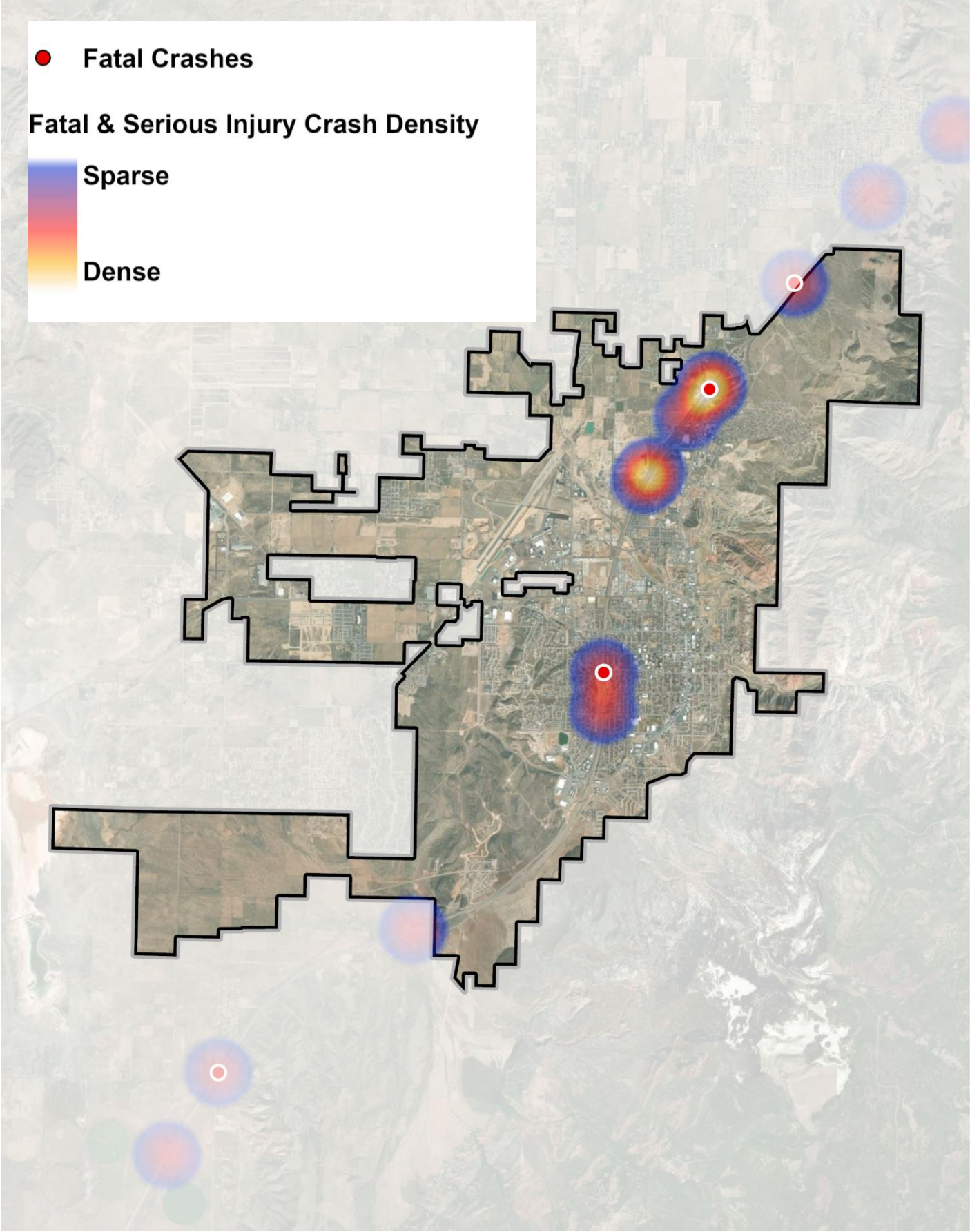


Nearly 25% of crashes on I-15 occur in Cedar City

- ❖ Over 10% of the fatal and serious injury crashes on I-15 occurred in Cedar City.
- ❖ The density of fatal and serious injury crashes surrounding Cedar City are shown to the right, with the fatal crashes highlighted.
- ❖ The most severe crashes occur at the interchanges.

I-15 Crashes by Jurisdiction (2019-2023)

Jurisdiction	Total Crashes		Fatal & Serious Injury Crashes	
	#	%	#	%
Cedar City	340	23%	7	11%
Enoch City	46	3%	1	2%
Parowan Town	31	2%	2	3%
Paiute Tribe	44	3%	1	2%





**REPLICA**

*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

- Data source:** Michelin Mobility Intelligence (MMI) (i.e., cellular and GPS data)
- Represents:** Identifies and prioritizes high-risk corridors based on different driving metrics.
- Example Data:** Phone handling, sudden braking, suspected collisions, and speeding events.
- ❖ On approximately 20 miles of I-15, from milepost 51 to milepost 71, Replica identified an elevated risk of speeding, phone handling, and sudden braking.
  - ❖ Risk scores of at least 80 of 100 points represent a high risk and are highlighted in red to the right.
  - ❖ Sudden braking was also prevalent at both Cedar City interchanges (Exit 59 and 57).
  - ❖ One component of the SAP is to identify areas with safety risks and proactively address issues

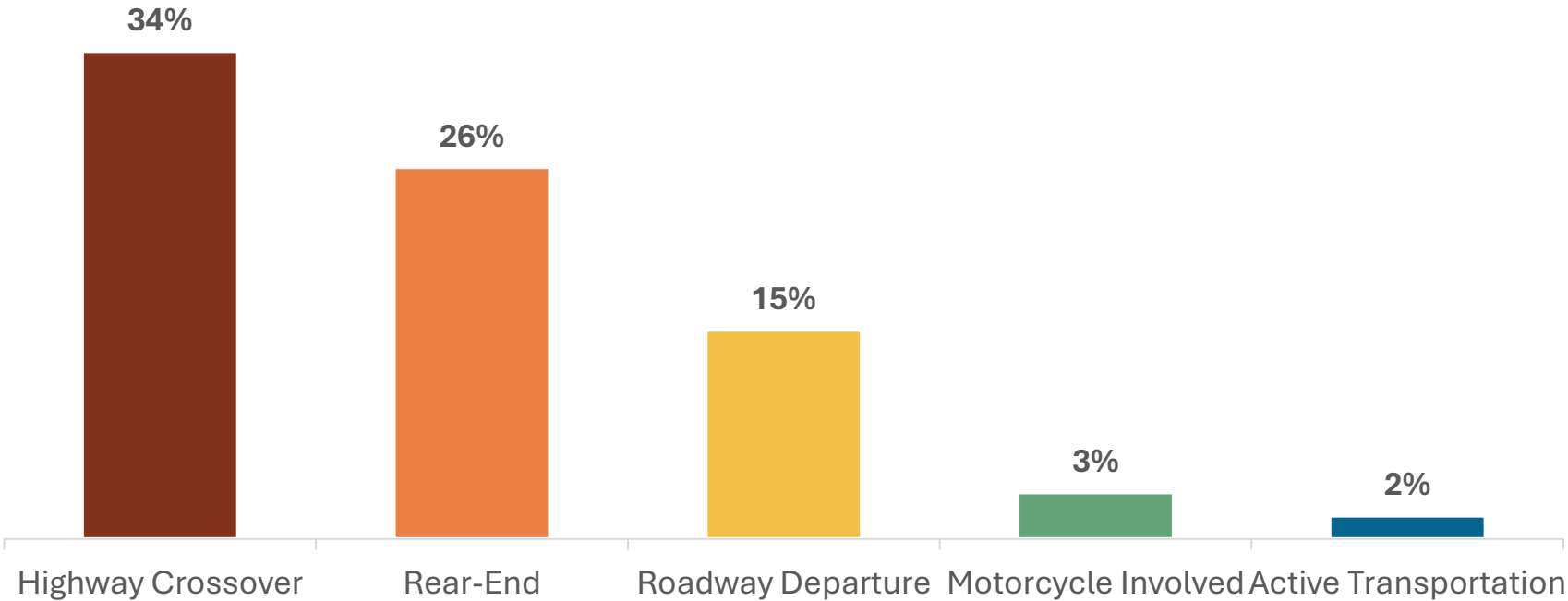




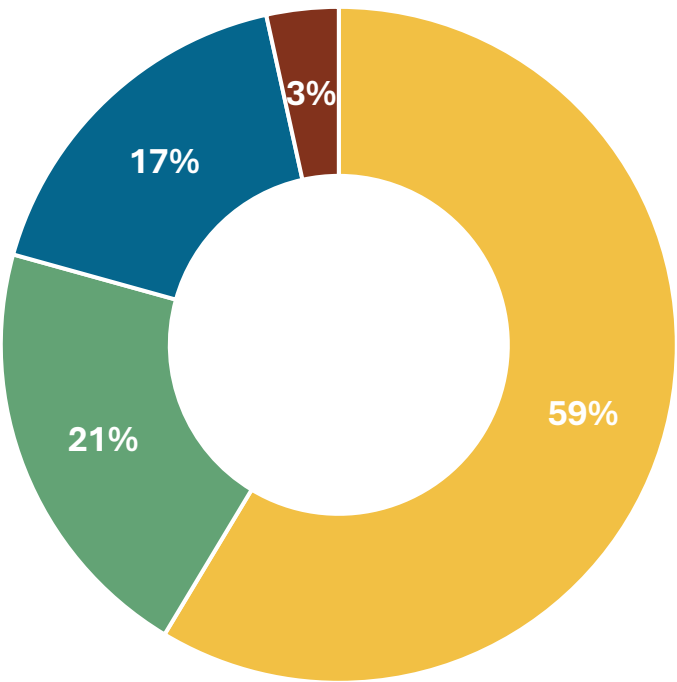
16 fatal of crashes occurred on I-15 between 2019-2023

- ❖ 44% of fatal crashes and 31% of serious injury crashes involved highway crossovers
- ❖ 38% of fatal crashes and 24% of serious injury crashes involved vehicle overturns/rollovers
- ❖ 50% of roadway departure crashes occurred in dark, not lighted conditions
- ❖ Most overturn/rollovers occurred between Cedar City and Parowan

Manner of Collision – Fatal & Serious Injury Crashes

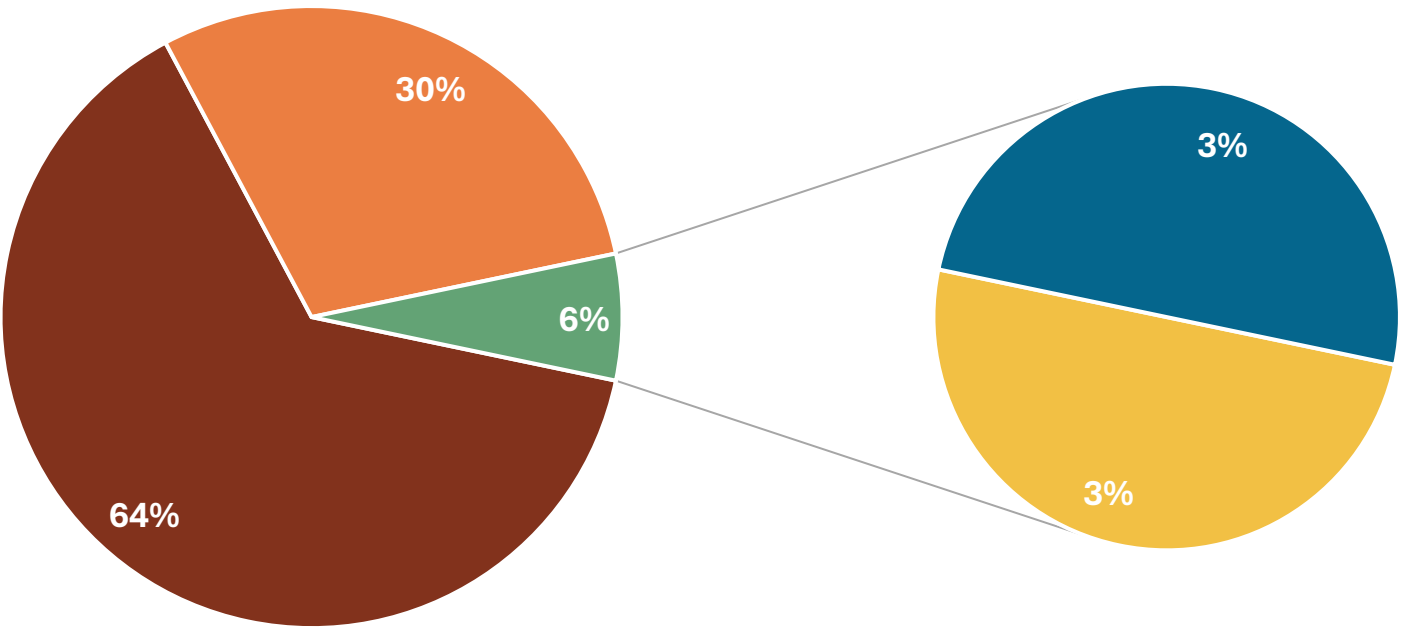


Crash Types – Fatal & Serious Injury Crashes



Front to Rear      Sideswipe  
Angle      Parked Vehicle

Lighting Conditions – Fatal & Serious Injury Crashes



Daylight      Dark - Not Lighted      Dawn      Dusk

Historical  
Crashes





“A plan to provide local governments the means to make strategic roadway safety improvements”

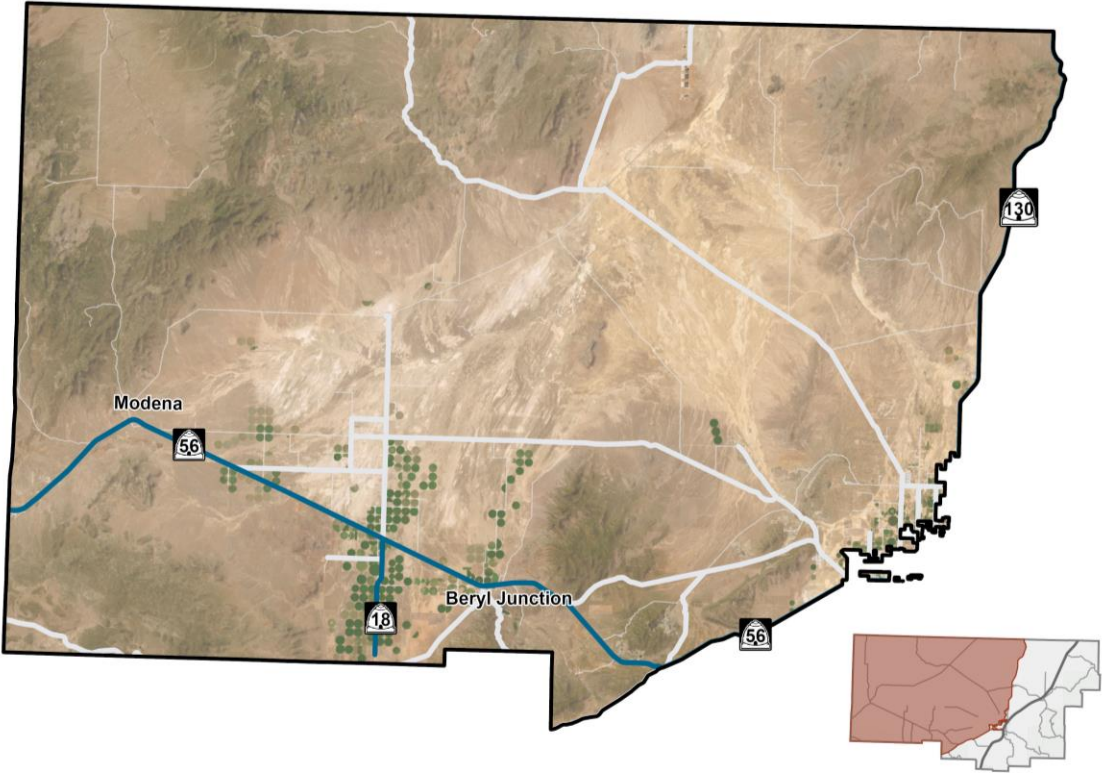
Iron County, in partnership with surrounding communities, is preparing a county-wide Safety Action Plan (SAP). The SAP will present a **holistic, well-defined strategy** to **reduce roadway fatalities and serious injuries** for all of Iron County.

The SAP will **analyze** safety needs, **identify** high-risk locations and factors contributing to crashes, and **prioritize** strategies to address them.

The SAP will meet eligibility requirements that allow local jurisdictions to apply for **Implementation Grants** from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) discretionary grant program. The grant program was established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in appropriated funds, 2022-2026. A SAP must include the following elements, as specified by FHWA to satisfy eligibility requirements to apply for an implementation grant:

**State Route:** Roadways owned, operated, and maintained by UDOT

**Non-State Routes:** Other non-UDOT roadways – typically minor arterials and collectors, and residential streets



Self-Certification Checklist

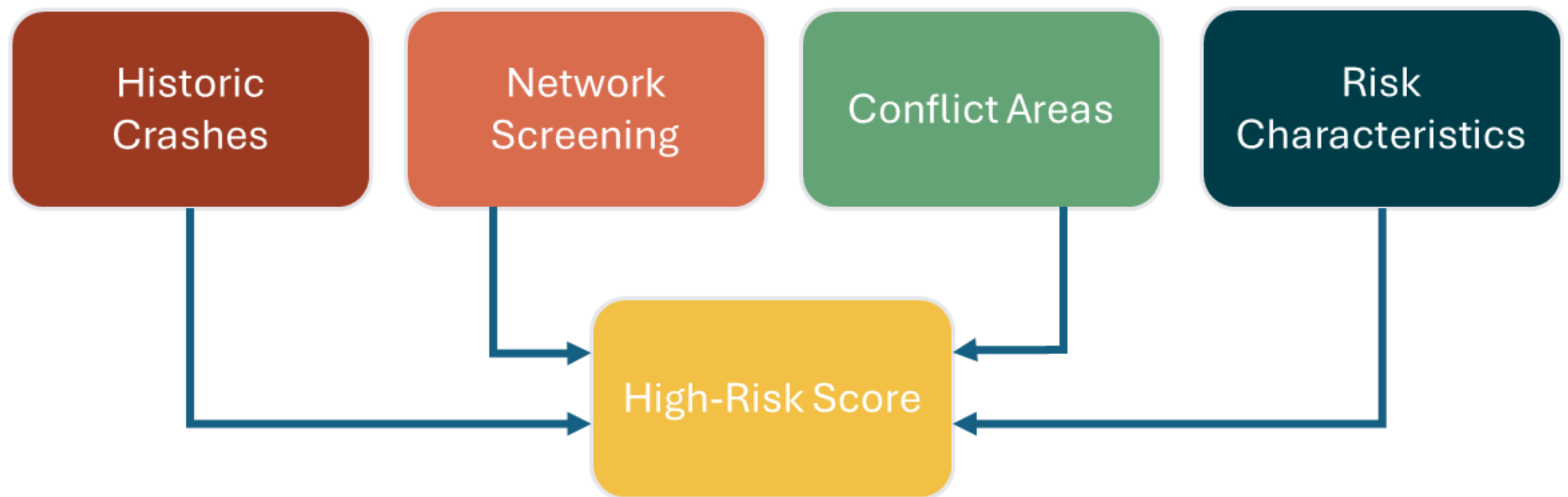
Plan must include the following:

- ☐ Safety Analysis
  - ☐ Existing conditions and historical trends
  - ☐ Crashes by location, severity, and contributing factor
  - ☐ Systemic and specific safety needs
  - ☐ Geospatial identification of higher risk locations
- ☐ Identification of comprehensive set of projects and strategies

...And must complete 4 of the 6 elements to the right:

- |   |   |
|---|---|
| 1. Leadership Commitment <ul style="list-style-type: none"><li><input type="checkbox"/> Governing body publicly commit to a zero fatalities and serious injury goal</li></ul> | 4. Equity <ul style="list-style-type: none"><li><input type="checkbox"/> Data-driven, inclusive, and representative processes</li></ul>   |
| 2. Plan Development <ul style="list-style-type: none"><li><input type="checkbox"/> Committee charged with plan development, implementation, and monitoring</li></ul>          | 5. Policies, Plans, Guidelines, and/or Standards <ul style="list-style-type: none"><li><input type="checkbox"/> Assessment of policies, plans, guidelines, and/or standards</li></ul> |
| 3. Development Activities <ul style="list-style-type: none"><li><input type="checkbox"/> Engagement with public and relevant stakeholders</li></ul>                           | 6. Progress <ul style="list-style-type: none"><li><input type="checkbox"/> Description on how progress will be measured over time</li></ul>   |









*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

- Data source:** Michelin Mobility Intelligence (MMI) (i.e. cellular and GPS data).
- Represents:** Identifies and prioritizes high-risk corridors based on different driving metrics.
- Example Data:** Phone handling, sudden braking, suspected collisions, and speeding events.



*Assigns road segments a 1–5-star rating based on the roadway’s safety features and characteristics to identify hazardous road sections.*

- Data source:** Video footage analyzed in 100-meter segments.
- Represents:** Safety of road segments for drivers, bicyclists, and pedestrians based on roadway design, features, and characteristics.
- Example Data:** Traffic volume, speed, lighting, shoulder conditions, rumble strips, access density, roadway geometry, etc.





Historic Crashes

Based on...	Historic Crashes, 2019-2023
Analyzes...	Crashes per mile or traffic volumes
Results in...	1. High Crash Network 2. High Injury Network

Conflict Areas

Based on...	Replica Safe Streets Planner
Analyzes...	Roadways by high-risk areas
Results in...	Replica Conflict Network

Network Screening

Based on...	Historic Crashes, 2019-2023
Analyzes...	Roadways and intersections by expected vs. actual crash rates
Results in...	Critical Crash Rate Network

Risk Characteristics

Based on...	usRAP Roadway Data
Analyzes...	Roadways by design and physical characteristics
Results in...	1. usRAP Network (star rating) 2. Crash Profile Risk Network

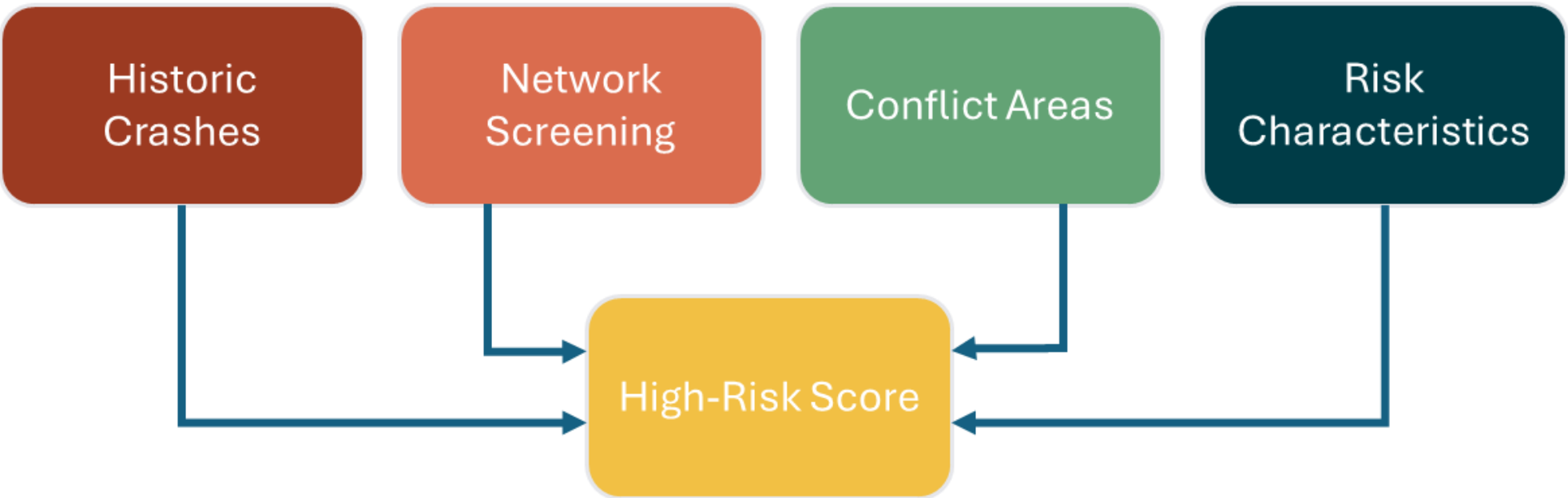




Each safety analysis methodology identified locations that are **candidates for safety improvements** to reduce fatalities and serious injury crashes.

To provide focused information for jurisdictional decisions regarding **prioritization of safety improvements**, a **Risk Score** (0 to 5), was assigned to the transportation network. Any location with a positive Risk Score may be considered for safety improvements. Locations with a Risk Score of **“3”** or greater are to be prioritized in the **High-Risk Network**.

A map of the resulting High-Risk Network is provided on page 6, pages 7 and 8 provide a detailed list of the top priority locations (roadway segments and intersections).



High Risk Category	Safety Analysis	Scoring Criteria	Risk Score	Page #
Historical Crashes	High Crash Network	Highest number of crashes per miles	1	11
	High Injury Network	Highest number of fatal and injury crashes per mile	1	12
	Critical Crash Rates	Positive critical crash rate differential	1	13
Network Screening	Replica - Speeding Areas	Speeding conflict risk score of 80+	1	14
	Replica - Non-Speeding Areas	Non-speeding conflict risk score of 80+		15
	Replica - Active Transportation Areas	Active transportation conflict rick score of 80+		16
Conflict Areas	Crash Profile Risk	Crash Profile Risk score of 60+	1	17
Risk Characteristics	usRAP Vehicle Star Rating	Star Rating of 1 - 2		17
	usRAP Pedestrian Star Rating	Star Rating of 1 - 2		
	usRAP Bicycle Star Rating	Star Rating of 1 - 2		

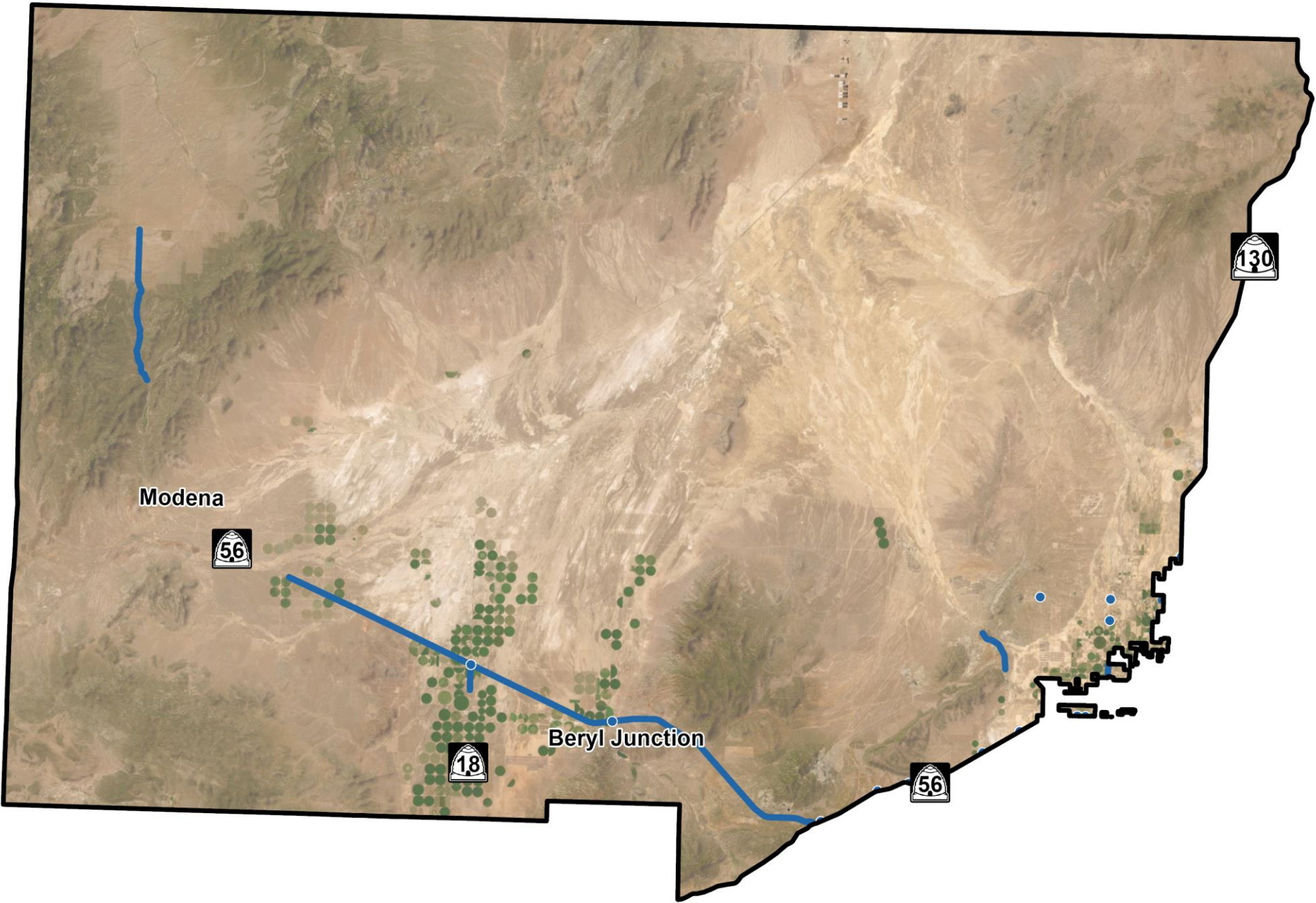
Maximum High-Risk Score\* 5

High-Risk Score

\*See Supporting Information for more details on each scoring criteria



-  Roadway Segment
-  Intersection



High-Risk  
Network





Roadways				Safety Analysis									
Roadway	Extents	Length (miles)	Functional Classification	High Crash Network	High Injury Network)	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
State Routes													
SR 56	National Forest Road to Main Street	12.3	Minor Arterial	X		X	X	X	X	X	X		
SR 56	Main Street to 3200 north	15.9	Minor Arterial	X		X	X			X	X	X	
SR 18	800 South to SR 56	1.3	Minor Arterial	X						X	X	X	
Non- State Routes													
Iron Springs Road	Desert Mound Road to Comstock Road	2.3	Major Collector	X		X							
3100 West	1775 North to 2400 North	0.8	Major Collector	X	X								
Modena Canyon Road	M X Ranch to Hamblin Valley Road	7.3	Local Street	X		X							





Intersections		Safety Analysis			Supporting Networks						
Intersection	Number of Crashes	High Crash Network	High Injury Network	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
Unsignalized Intersections											
SR 18 & SR 56	7	X		X	X			X	X	X	
5700 West & Midvalley Road	3	X	X	X							
3100 West & Midvalley Road	7	X	X	X							
100 North & SR 56	2				X	X	X		X		
100 North & 4000 North	3		X	X							



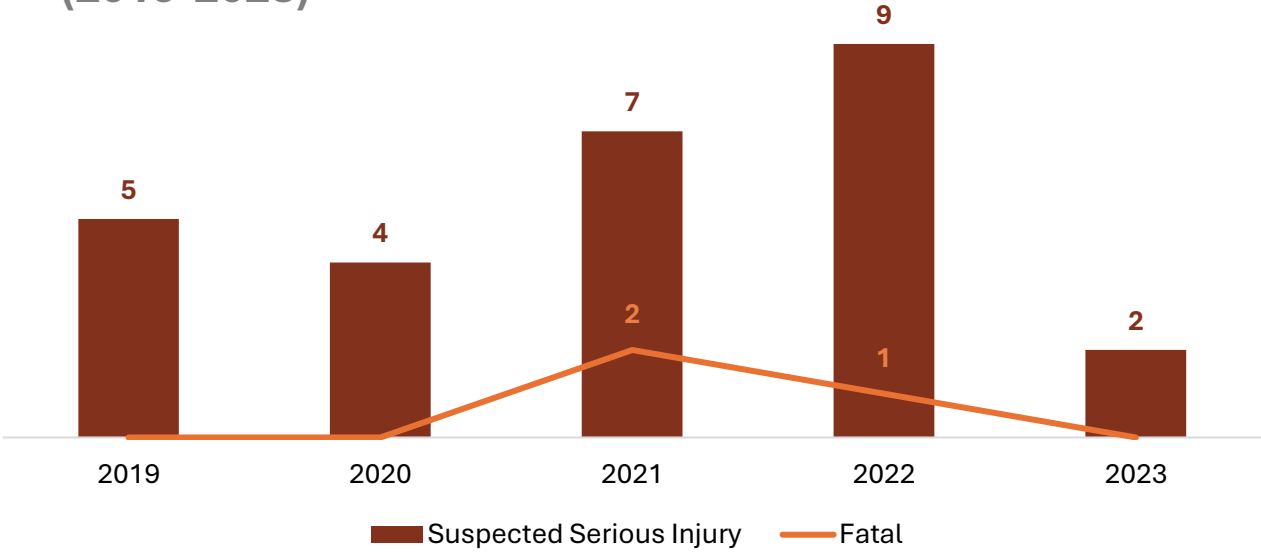
# SUPPORTING INFORMATION



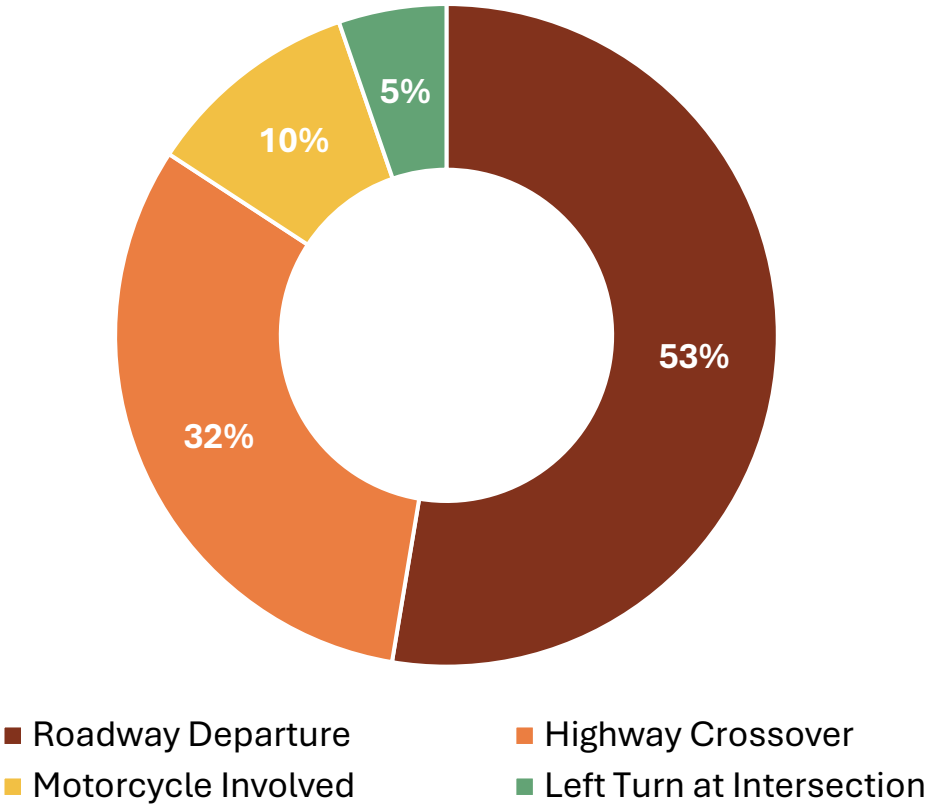


Route Type	State Route		Non-State Routes		Overall Total		% of Iron County
Crash Severity	Crashes		Crashes		Crashes		%
	#	%	#	%	#	%	
Fatal	1	1%	2	1%	3	1%	8%
Suspected Serious Injury	3	3%	24	12%	27	9%	14%
Suspected Minor Injury	12	12%	24	12%	36	12%	6%
Possible injury	16	15%	34	17%	50	16%	7%
No Injury / Property Damage Only	72	69%	122	59%	194	63%	5%
Total	104	100%	206	100%	310	100%	6%

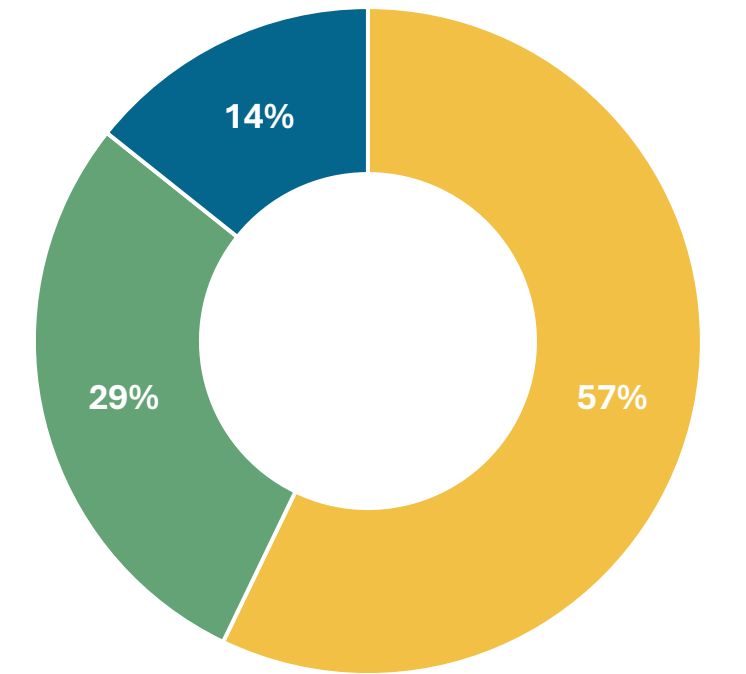
Annual Fatal and Serious Injury Crashes (2019-2023)



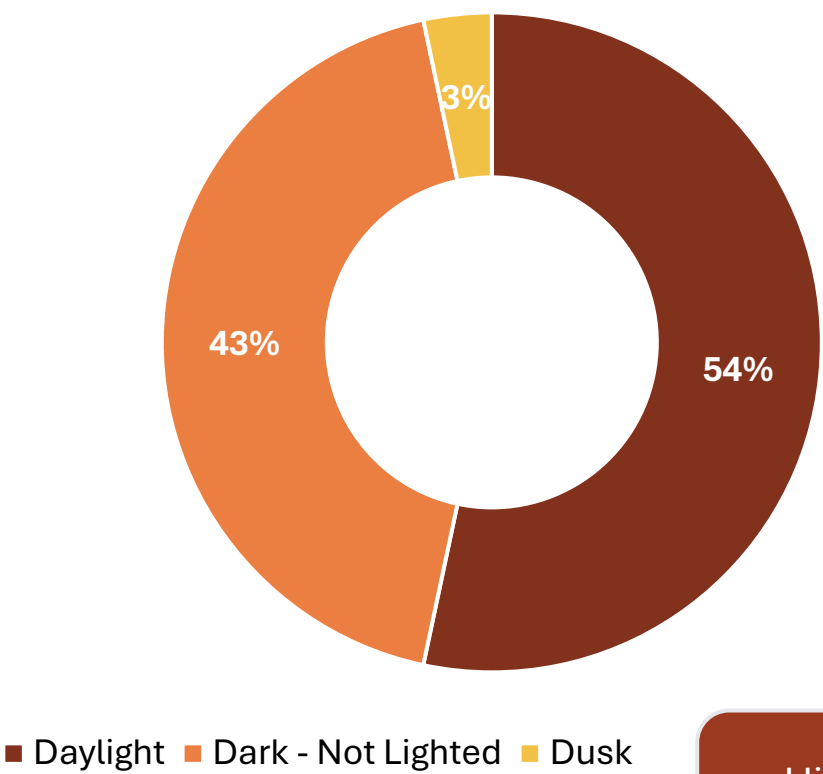
Fatal & Serious Manners of Collision



Top 5 Fatal & Serious Injury Crash Types



Crash Lighting Conditions



Historical Crashes



*60% of all West Iron County crashes occur on 10% of the West Iron County GFA’s roadways*

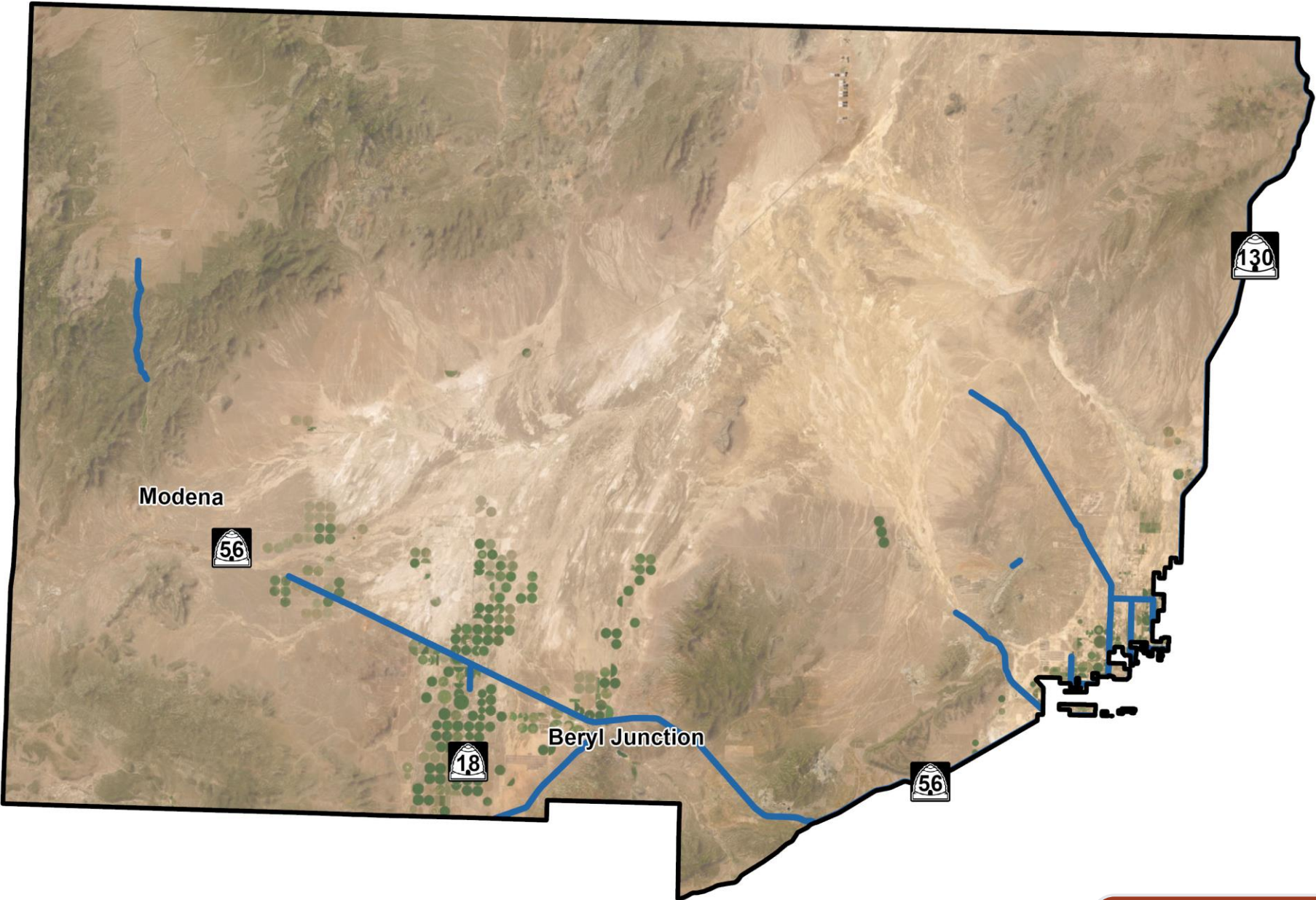
Understanding the types and locations of vehicle crashes is an important part of analyzing the safety conditions of a roadway network.

A component of the SAP is to identify locations with an **elevated risk** of crashes. The initial step of this analysis is to spatially reference crashes that occurred within the GFA. Next, a crash rate of total crashes (all severities) per mile is calculated for each roadway segment. This calculation helps identify frequency of crashes regardless of severity.

The roadway network to the right is identified as the **High-Crash Network**.

The High Crash Network includes roadways on which 40% of all crashes occurred throughout the County.

 High Crash Network



Historic Crashes



*20% of all West Iron County injury crashes occur at 3 of the West Iron County GFA’s intersections*

A proactive approach to reducing and eliminating traffic fatalities and serious injuries requires an investigation of the conditions that contribute to severe traffic crashes. The Safe System Approach includes safety strategies and countermeasures that seek to not only reduce the number of crashes that occur but also **reduce the severity** when a crash does occur.

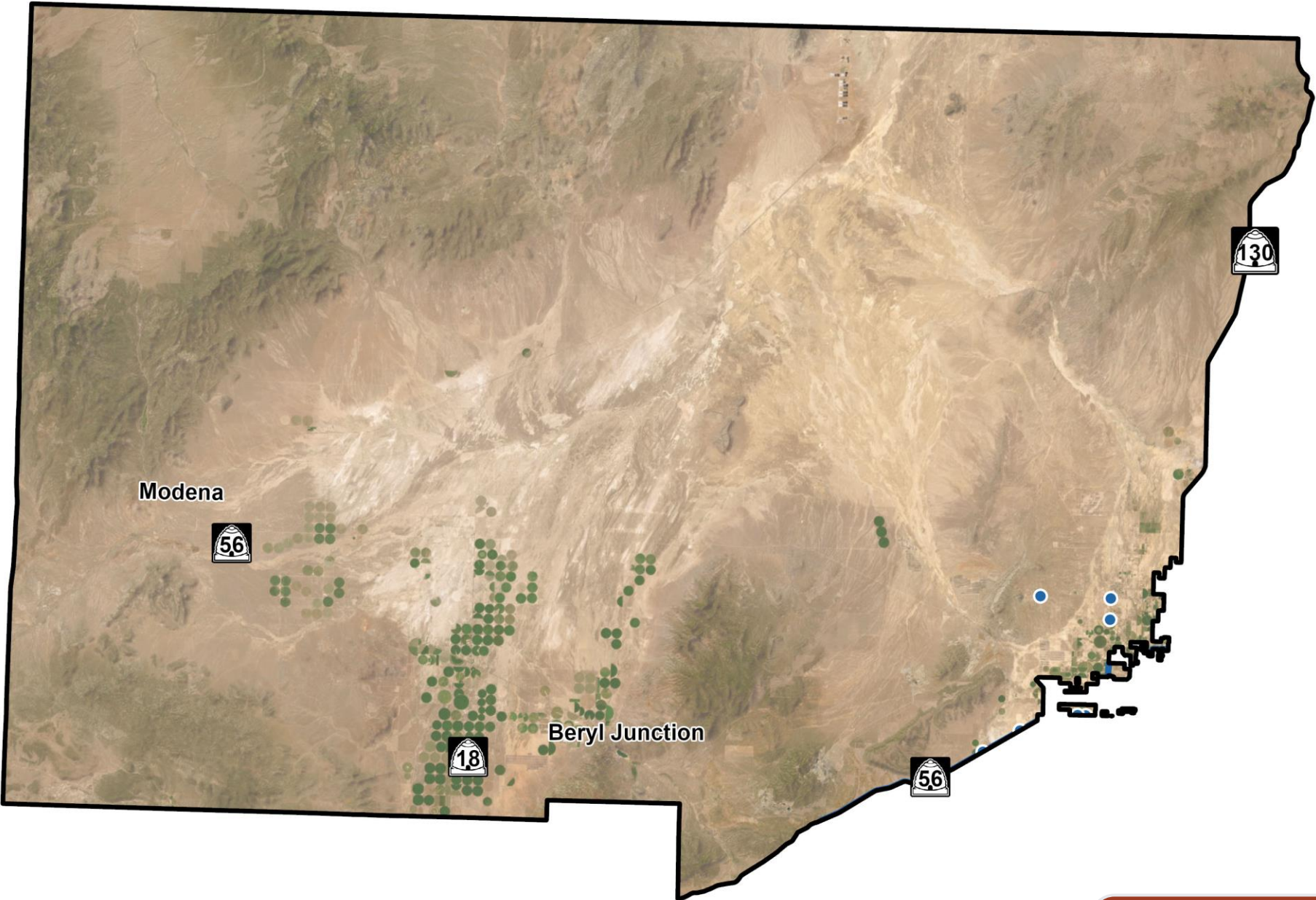
Identifying locations of fatal and injury crashes is a key step in detecting any patterns in the **location** or **characteristics** of roadways or intersections that are potentially impacting the frequency of injury crashes.

A **High-Injury Network** is created by spatially referencing fatal, serious injury, and minor-injury crashes to the roadway and intersection network. An “injury rate” of fatal and injury crashes per mile and per entering vehicles is calculated for each location.

The map to the right shows the **High-Injury Network**, which represents the roadways and intersections on which 60% of fatal and injury crashes in the County have occurred.

Note, the roadway segments and intersections identified in both the high crash and high injury networks represent locations with the highest crash rates. Locations may be combined to illustrate more complete corridors.

-  High Injury Network
-  High Injury Intersection



Historic Crashes



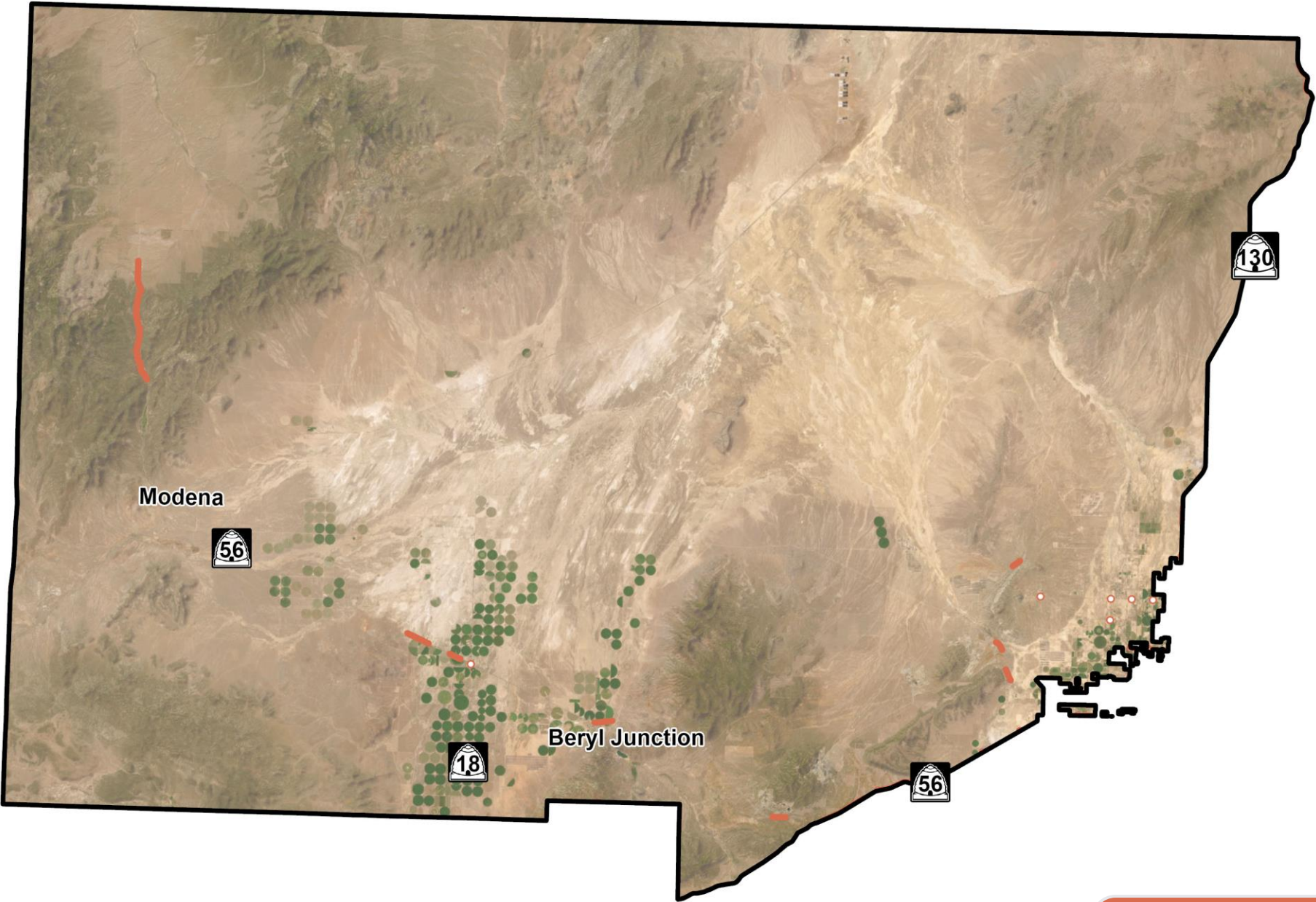
*Locations where historic crashes have exceeded expected crash rates based on similar characteristics*

The Critical Crash Rate (CCR) analysis compares the **observed** crash rate of a location to the **expected** crash rate based on similar locations with similar traffic volumes. Each GFA was analyzed individually to calculate CCRs specific to the GFAs demographics and facilities.

A location with a **positive** CCR indicates higher-than-expected crash rates and a potential for safety improvement. The higher the CCR value, the larger the potential to improve safety at that location.

The map to the right illustrates the **Critical Crash Rate Network** that includes roadway segments and intersections with a potential for safety improvement based on the CCR analysis in the West Iron County GFA.

-  Roadway Segment
-  Intersection



Network  
Screening



*Identifying potential conflict and high-risk areas  
using data from speeding events*

Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital application called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

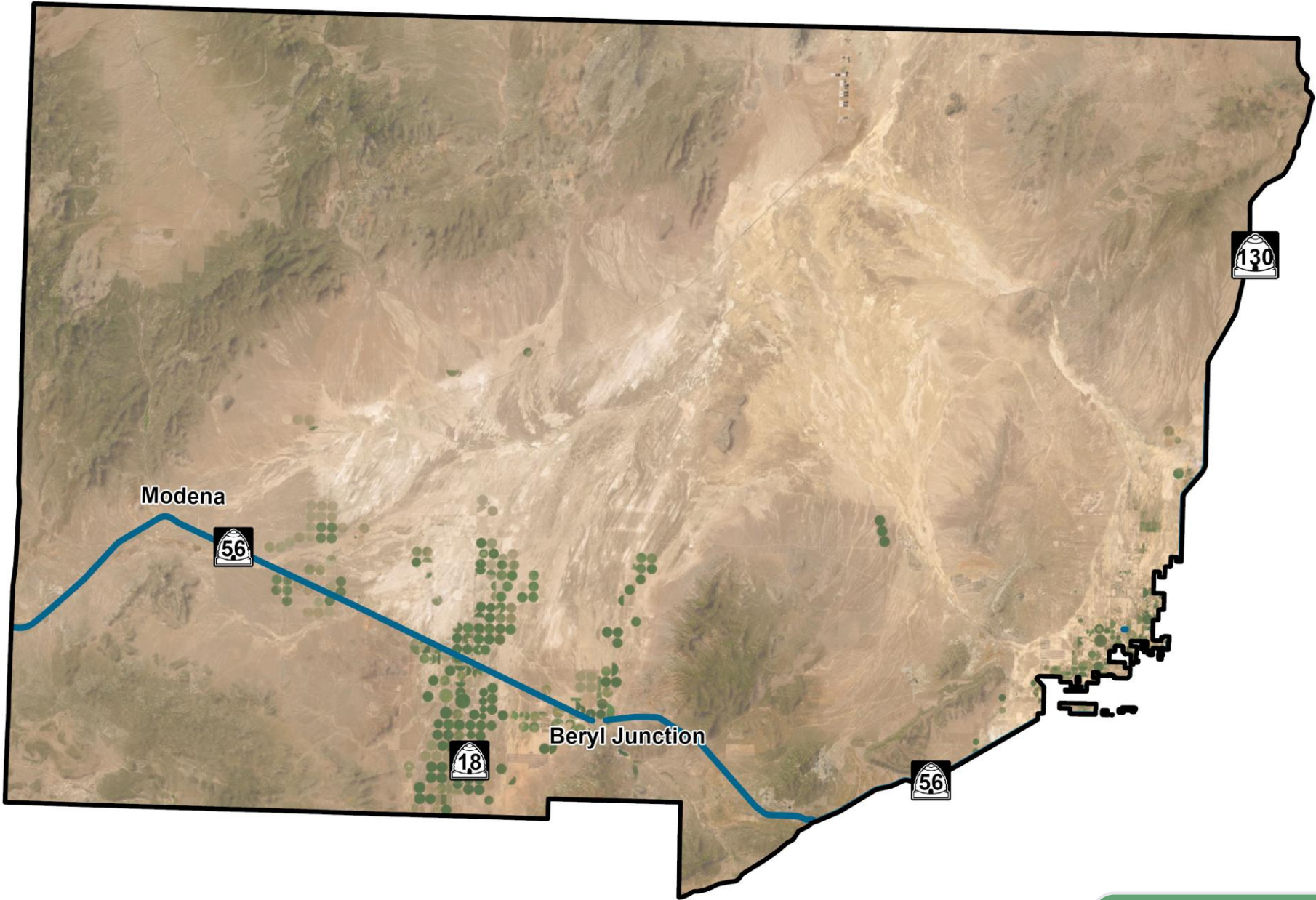
Replica’s cellular data includes indicators of risky behaviors like **speeding**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a speeding risk score of 80 or more are included in the **Replica Speeding Conflict Network** shown to the right.

 Replica Speeding Conflicts



Conflict Areas



# REPLICA NON-SPEEDING CONFLICT NETWORK WEST IRON CO. GFA



*Identifying potential conflict and high-risk areas using data from events such as phone-handling, sudden braking, and suspected crashes*



Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital applications called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

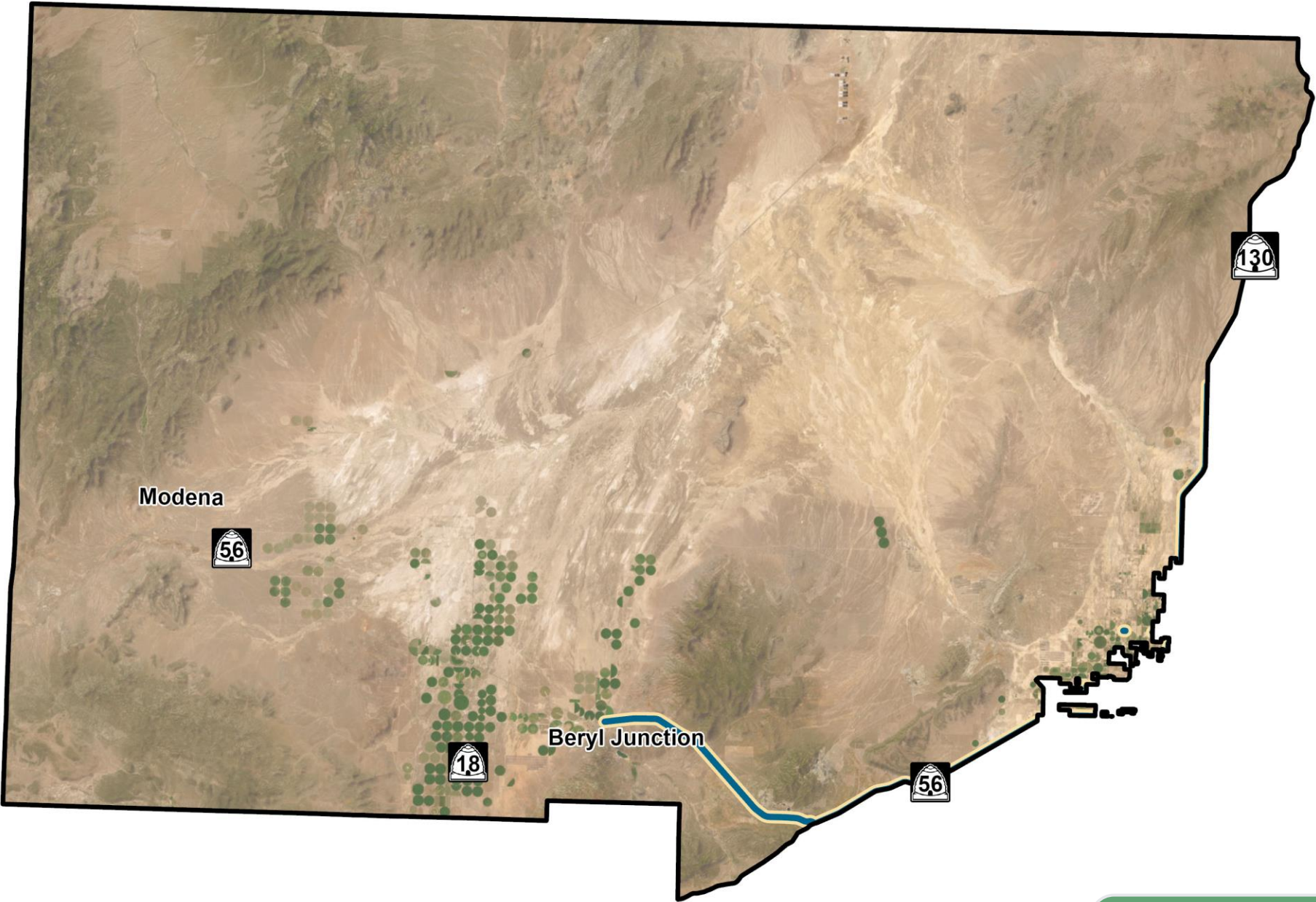
Replica’s cellular data includes indicators of certain risky behaviors; **speeding, distracted driving, and hard-braking**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. Risky events captured in the data include phone handling, sudden braking, suspected collisions, and speeding. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a risk score of 80 or more in non-speeding events of the Replica metrics analyzed are included in the **Replica Non-Speeding Conflict Network** shown to the right.

-  Replica Non-Speeding Conflicts
-  Replica Active Transportation Conflicts



Conflict Areas



## *Evaluation of roadway characteristics contributing to risk based on locations of historic crashes*

The **Crash Profile Risk Assessment** reviewed fatal and serious injury crashes reported in Iron County to identify attributes that correspond to a higher frequency of fatal and serious injury crashes.

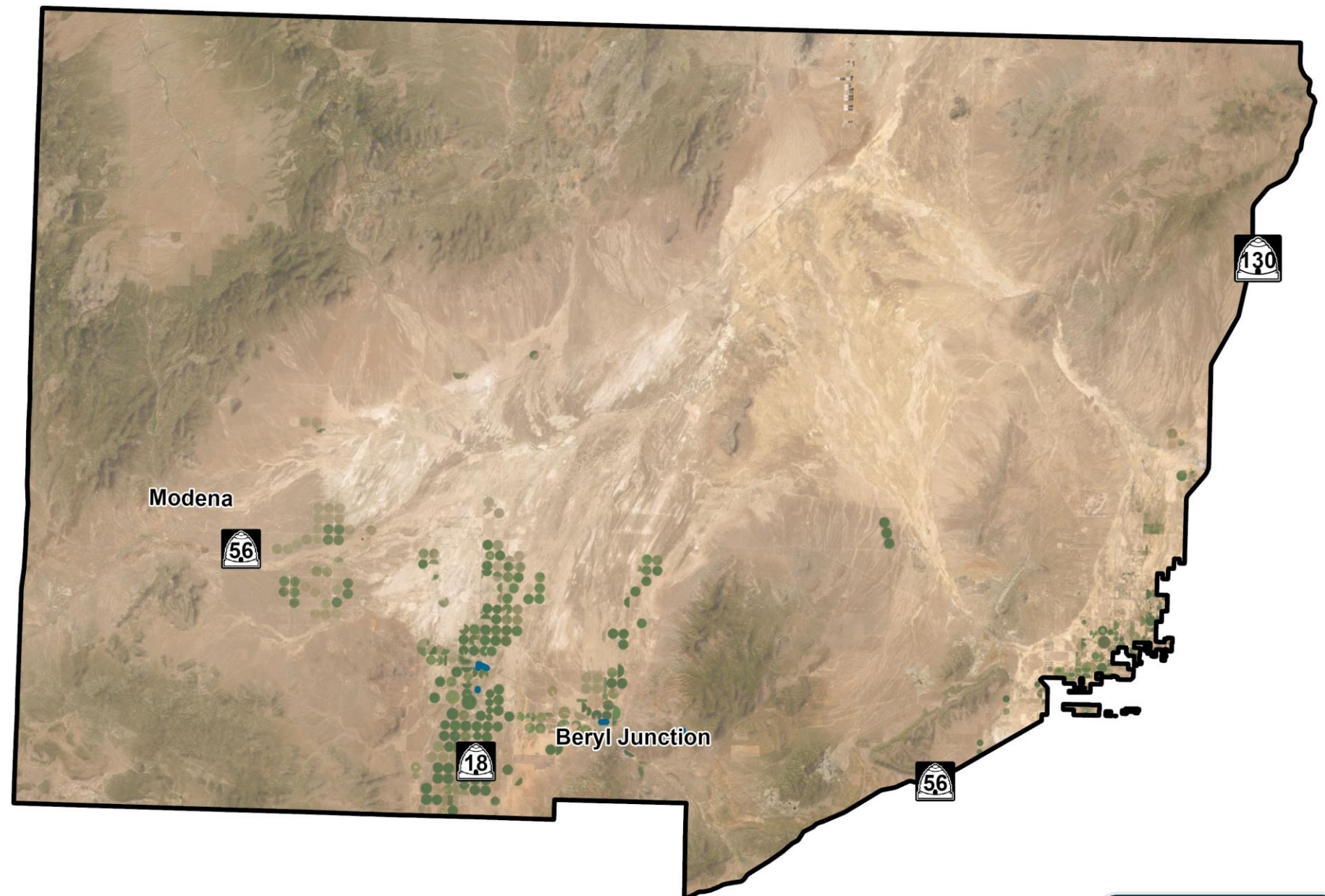
Characteristics considered include:

- Traffic volumes
- Speed limits
- Roadway cross-section
- Lighting condition
- Access Density
- Rumble strips
- Paved shoulder
- Roadside hazards
- Roadway Geometry (curves)

The crash profile risk score, has a maximum value of 100 points. A roadway segment with a score of 60 or higher is a candidate for safety improvements.

The **Crash Profile Risk Network** of the highest scoring roadway segments is shown to the right.

### Crash Profile Risk Network



Risk  
Characteristics



*A risk rating based on the design and traffic control attributes of the roadway*

The United States Road Assessment Program (**usRAP**) is a proactive tool for analyzing the safety of a roadway.


Star ratings are assigned to each segment of the roadway network. Only State Highways are included in the roadway network for this data set. Star ratings consider road infrastructure attributes known to impact the likelihood of a crash and its severity. Attributes include roadway type, width, shoulders, speed limit, traffic volumes, etc.

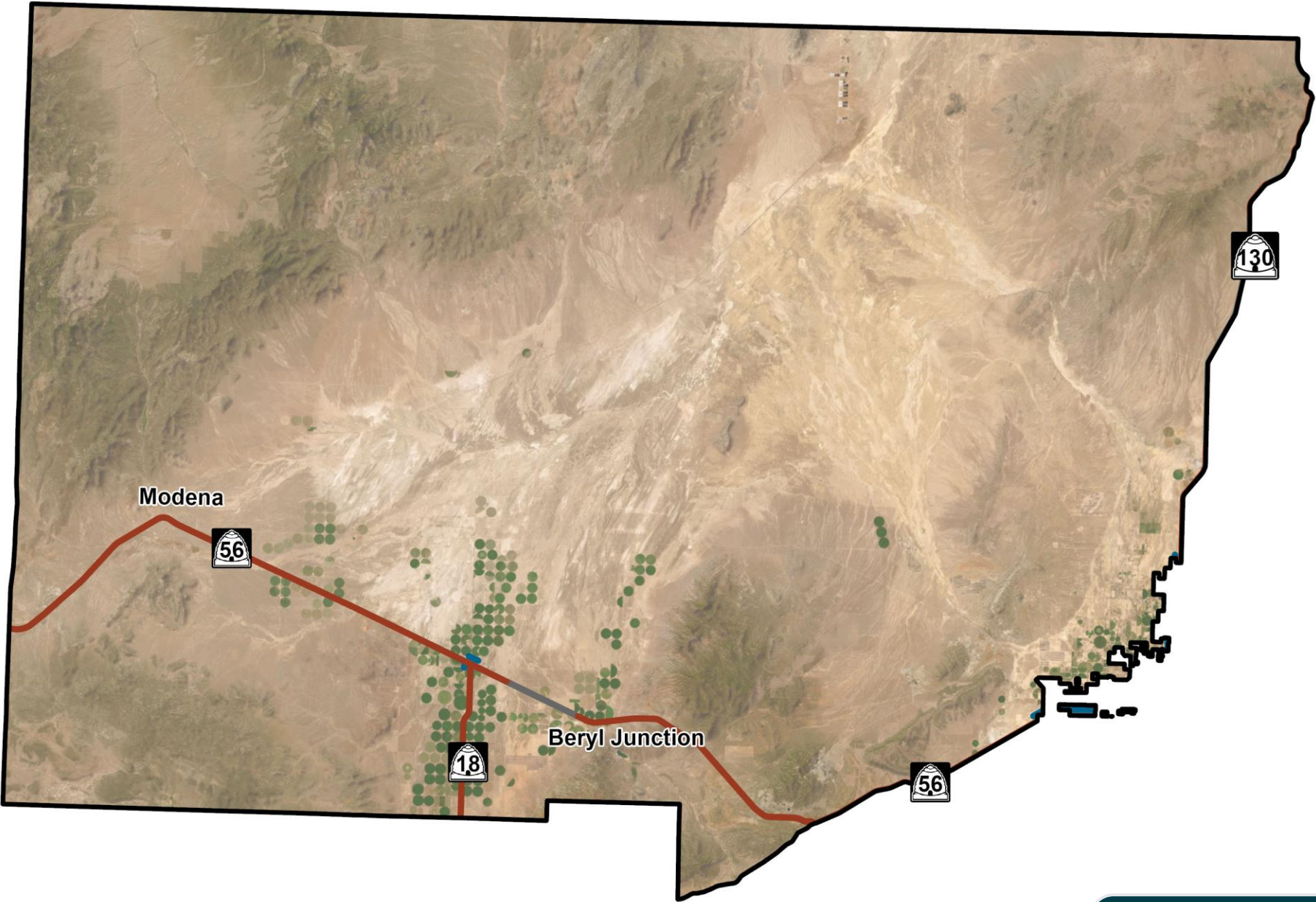
The roadway’s star rating is based on the presence or absence of these design and traffic control features.

**5**-star roadways have the **most** safety-related design and traffic control features. **1**-star roadways have the **fewest** safety-related design and traffic operational features.

Star ratings are assigned for a vehicle , pedestrian, and bicyclist category.

The roadways highlighted in the **usRAP Network** to the right have a star rating of **1** or **2** in the vehicle, pedestrian, or bicyclist category of usRAP ratings.

-  Vehicle Star Rating
-  Pedestrian Star Rating
-  Bicycle Star Rating



Risk  
Characteristics





“A plan to provide local governments the means to make strategic roadway safety improvements”

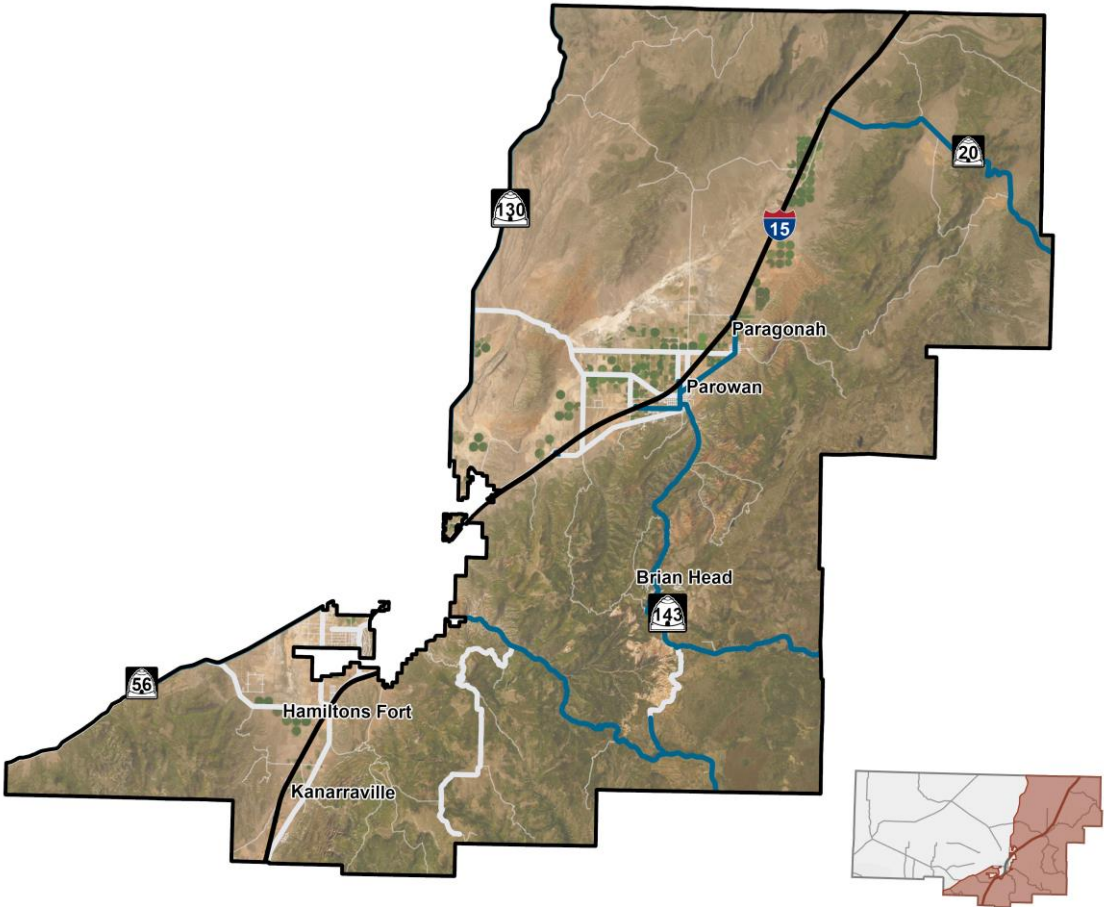
Iron County, in partnership with surrounding communities, is preparing a county-wide Safety Action Plan (SAP). The SAP will present a **holistic, well-defined strategy** to **reduce roadway fatalities and serious injuries** for all of Iron County.

The SAP will **analyze** safety needs, **identify** high-risk locations and factors contributing to crashes, and **prioritize** strategies to address them.

The SAP will meet eligibility requirements that allow local jurisdictions to apply for **Implementation Grants** from the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) discretionary grant program. The grant program was established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in appropriated funds, 2022-2026. A SAP must include the following elements, as specified by FHWA to satisfy eligibility requirements to apply for an implementation grant:

**State Route:** Roadways owned, operated, and maintained by UDOT

**Non-State Routes:** Other non-UDOT roadways – typically minor arterials and collectors, and residential streets



Self-Certification Checklist

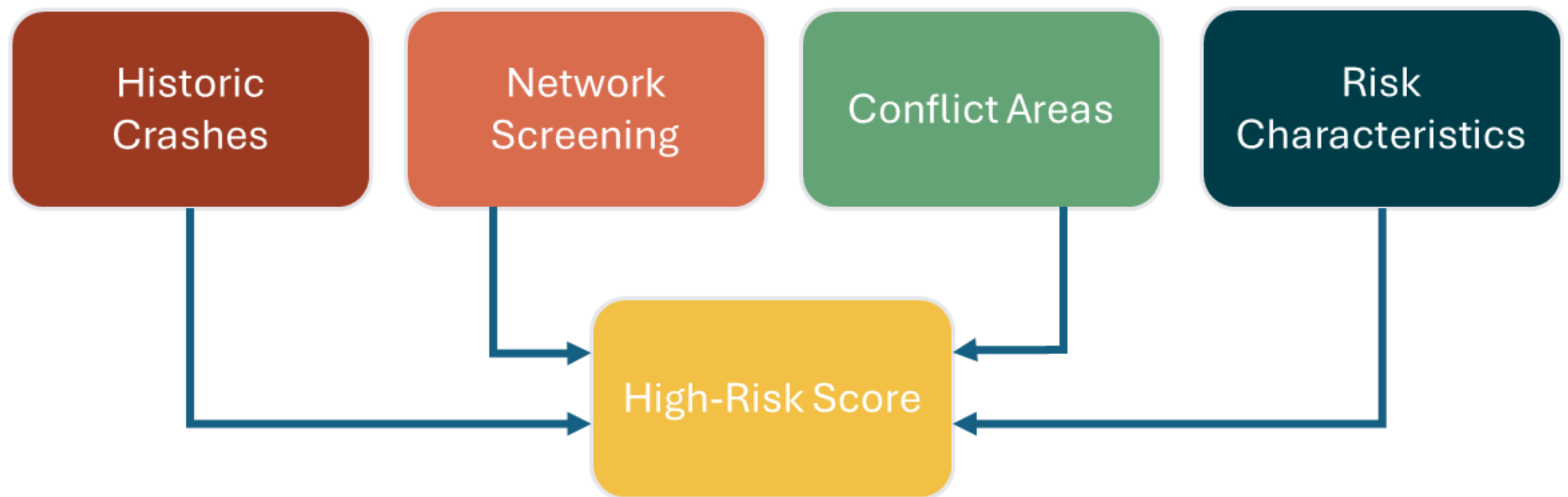
Plan must include the following:

- ☐ Safety Analysis
  - ☐ Existing conditions and historical trends
  - ☐ Crashes by location, severity, and contributing factor
  - ☐ Systemic and specific safety needs
  - ☐ Geospatial identification of higher risk locations
- ☐ Identification of comprehensive set of projects and strategies

...And must complete 4 of the 6 elements to the right:

- |   |   |
|---|---|
| 1. Leadership Commitment <ul style="list-style-type: none"><li><input type="checkbox"/> Governing body publicly commit to a zero fatalities and serious injury goal</li></ul> | 4. Equity <ul style="list-style-type: none"><li><input type="checkbox"/> Data-driven, inclusive, and representative processes</li></ul>   |
| 2. Plan Development <ul style="list-style-type: none"><li><input type="checkbox"/> Committee charged with plan development, implementation, and monitoring</li></ul>          | 5. Policies, Plans, Guidelines, and/or Standards <ul style="list-style-type: none"><li><input type="checkbox"/> Assessment of policies, plans, guidelines, and/or standards</li></ul> |
| 3. Development Activities <ul style="list-style-type: none"><li><input type="checkbox"/> Engagement with public and relevant stakeholders</li></ul>                           | 6. Progress <ul style="list-style-type: none"><li><input type="checkbox"/> Description on how progress will be measured over time</li></ul>   |









*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

- Data source:** Michelin Mobility Intelligence (MMI) (i.e. cellular and GPS data).
- Represents:** Identifies and prioritizes high-risk corridors based on different driving metrics.
- Example Data:** Phone handling, sudden braking, suspected collisions, and speeding events.



*Assigns road segments a 1–5-star rating based on the roadway’s safety features and characteristics to identify hazardous road sections.*

- Data source:** Video footage analyzed in 100-meter segments.
- Represents:** Safety of road segments for drivers, bicyclists, and pedestrians based on roadway design, features, and characteristics.
- Example Data:** Traffic volume, speed, lighting, shoulder conditions, rumble strips, access density, roadway geometry, etc.





Historic Crashes

Based on...	Historic Crashes, 2019-2023
Analyzes...	Crashes per mile or traffic volumes
Results in...	1. High Crash Network 2. High Injury Network

Conflict Areas

Based on...	Replica Safe Streets Planner
Analyzes...	Roadways by high-risk areas
Results in...	Replica Conflict Network

Network Screening

Based on...	Historic Crashes, 2019-2023
Analyzes...	Roadways and intersections by expected vs. actual crash rates
Results in...	Critical Crash Rate Network

Risk Characteristics

Based on...	usRAP Roadway Data
Analyzes...	Roadways by design and physical characteristics
Results in...	1. usRAP Network (star rating) 2. Crash Profile Risk Network

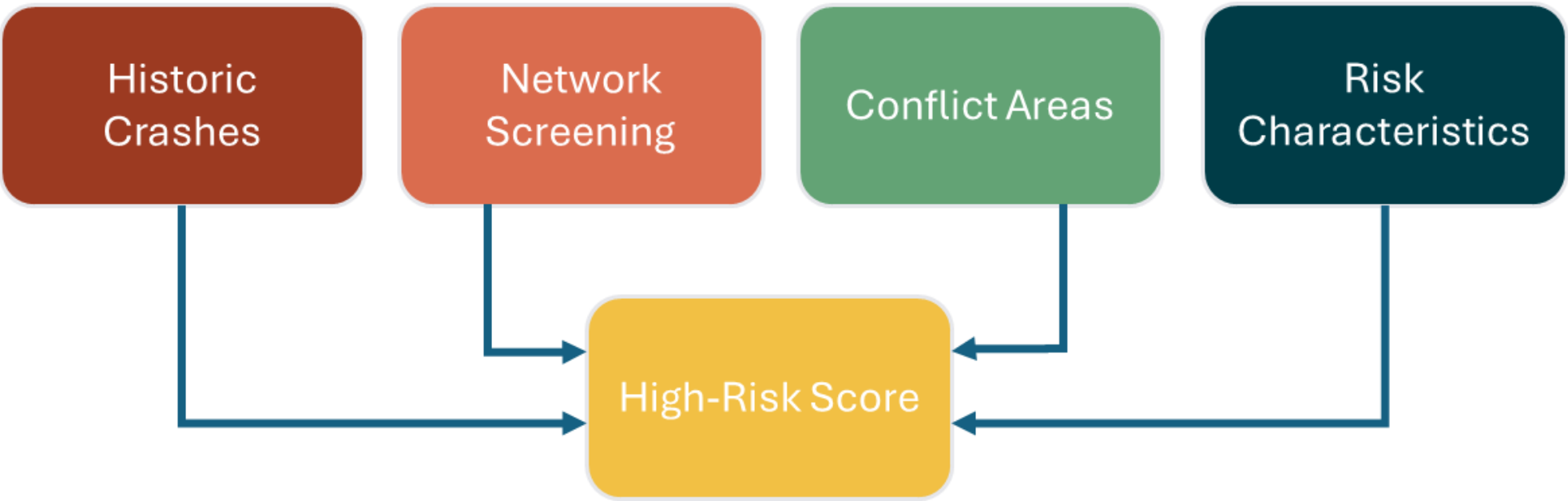




Each safety analysis methodology identified locations that are **candidates for safety improvements** to reduce fatalities and serious injury crashes.

To provide focused information for jurisdictional decisions regarding **prioritization of safety improvements**, a **Risk Score** (0 to 5), was assigned to the transportation network. Any location with a positive Risk Score may be considered for safety improvements. Locations with a Risk Score of **“3”** or greater are to be prioritized in the **High-Risk Network**.

A map of the resulting High-Risk Network is provided on page 6, pages 7 and 8 provide a detailed list of the top priority locations (roadway segments and intersections).



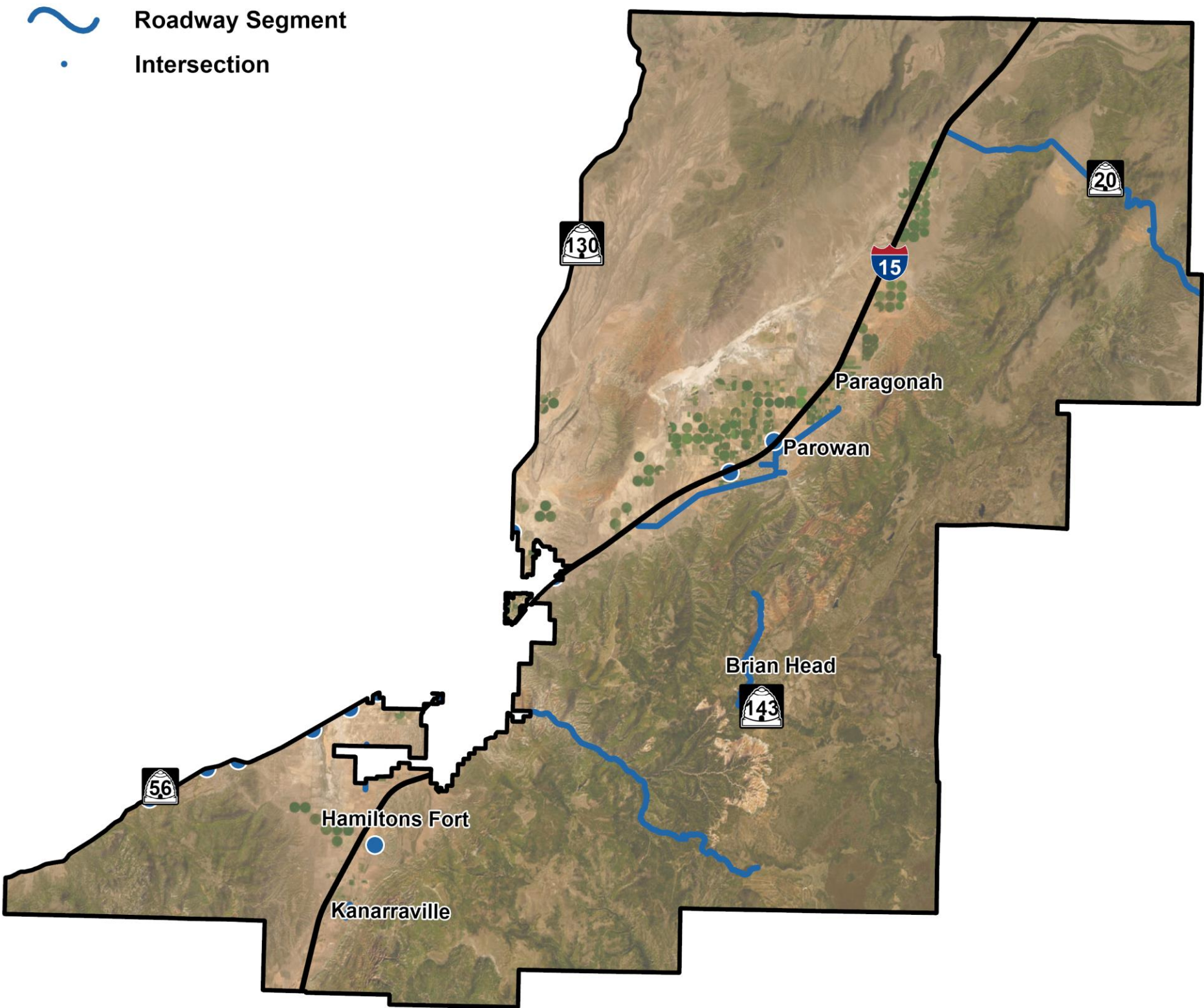
High Risk Category	Safety Analysis	Scoring Criteria	Risk Score	Page #
Historical Crashes	High Crash Network	Highest number of crashes per miles	1	11
	High Injury Network	Highest number of fatal and injury crashes per mile	1	12
	Critical Crash Rates	Positive critical crash rate differential	1	13
Network Screening	Replica - Speeding Areas	Speeding conflict risk score of 80+	1	14
	Replica - Non-Speeding Areas	Non-speeding conflict risk score of 80+		15
	Replica - Active Transportation Areas	Active transportation conflict rick score of 80+		16
Conflict Areas	Crash Profile Risk	Crash Profile Risk score of 60+	1	17
Risk Characteristics	usRAP Vehicle Star Rating	Star Rating of 1 - 2		17
	usRAP Pedestrian Star Rating	Star Rating of 1 - 2		
	usRAP Bicycle Star Rating	Star Rating of 1 - 2		

Maximum High-Risk Score\* 5

High-Risk Score

\*See Supporting Information for more details on each scoring criteria





High-Risk Network





Roadways				Safety Analysis									
Roadway	Extents	Length (miles)	Functional Classification	High Crash Network	High Injury Network)	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
State Routes													
SR 14	Kolob Road to SR 148	13.0	Minor Arterial	X	X	X				X	X	X	
SR 20	I-15 to Iron County Limits	17.0	Other Principal Arterial	X	X	X				X	X		
SR 143	Dry Lakes Road to Forest Road	7.8	Minoir Arterial	X		X				X	X		
SR 271	SR 274 to 200 South	3.8	Major Collector	X						X	X	X	
SR 274	Center Street to I-15	1.25	Minor Arterial	X						X	X	X	
Non- State Routes													
Old Highway 91	200 East to 300 South	1.8	Minor Collector	X			X						
200 South	Main Stret (SR 143) to Center Street (SR 143)	0.5	Local Street				X	X	X				
100 North	600 West to Main Street (SR 274)	0.7	Local Street				X	X	X				
Main Street (Summit)	I-15 to 200 East	0.7	Minor Collector	X			X						
Main Street (Kannaraville)	400 South to 300 North	0.6	Major Collector	X									





Intersections		Safety Analysis			Supporting Networks						
Intersection	Number of Crashes	High Crash Network	High Injury Network	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
Unsignalized Intersections											
Old Highway 91 & 5100 South	3	X		X							
I-15 Northbound Ramp & 2nd South	6			X				X	X		
I-15 Southbound Ramp & Main Street	3			X					X		
Comstock Road & SR 56	2				X	X	X		X		
11600 West & SR 56	4	X		X	X	X	X		X		
Bumblebee Drive & SR 56	3			X	X	X	X		X		
7700 West & SR 56	3		X	X	X	X	X		X		
6300 West & SR 56	3		X	X	X	X	X		X		



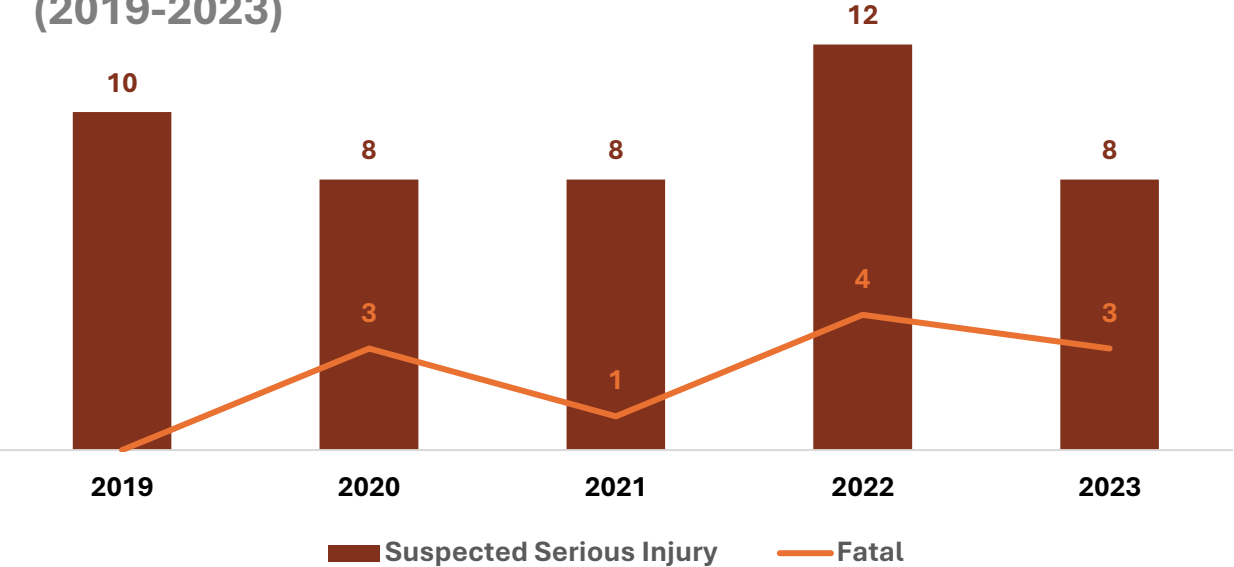
# SUPPORTING INFORMATION



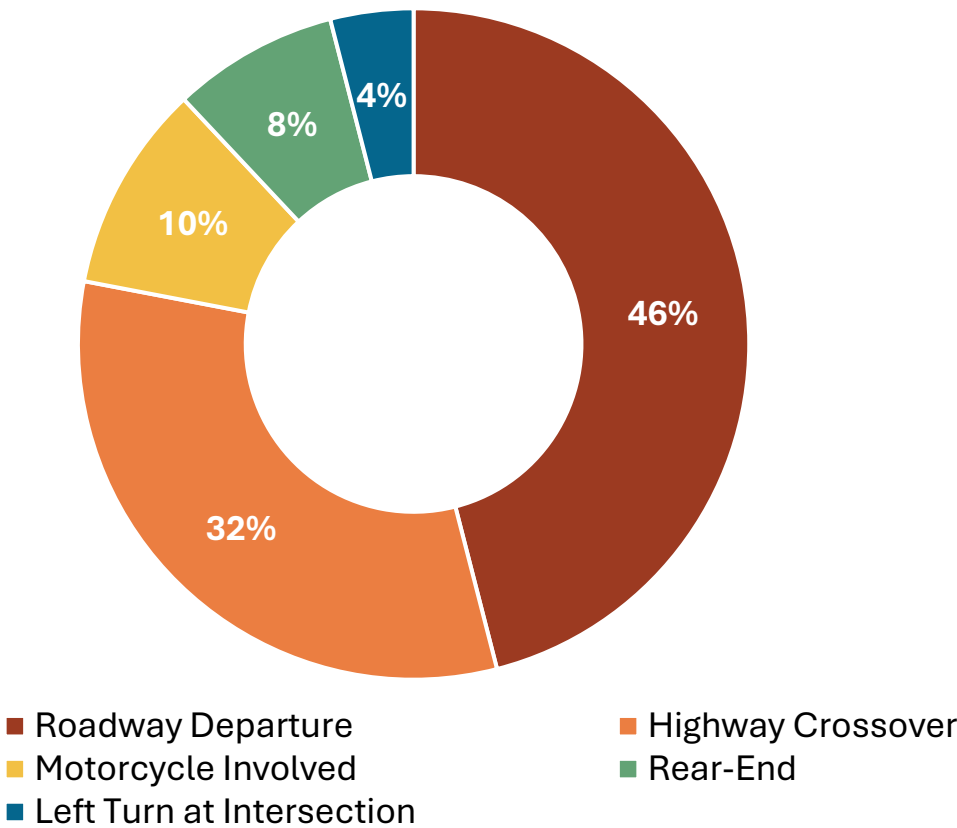


Route Type	State Route		Non-State Routes		Overall Total		% of Iron County
Crash Severity	Crashes		Crashes		Crashes		%
	#	%	#	%	#	%	
Fatal	6	1%	5	2%	11	1%	28%
Suspected Serious Injury	30	5%	16	8%	46	6%	24%
Suspected Minor Injury	82	13%	25	12%	107	13%	17%
Possible injury	72	11%	37	18%	109	13%	15%
No Injury / Property Damage Only	438	70%	119	59%	557	67%	15%
Total	628	100%	202	100%	830	100%	16%

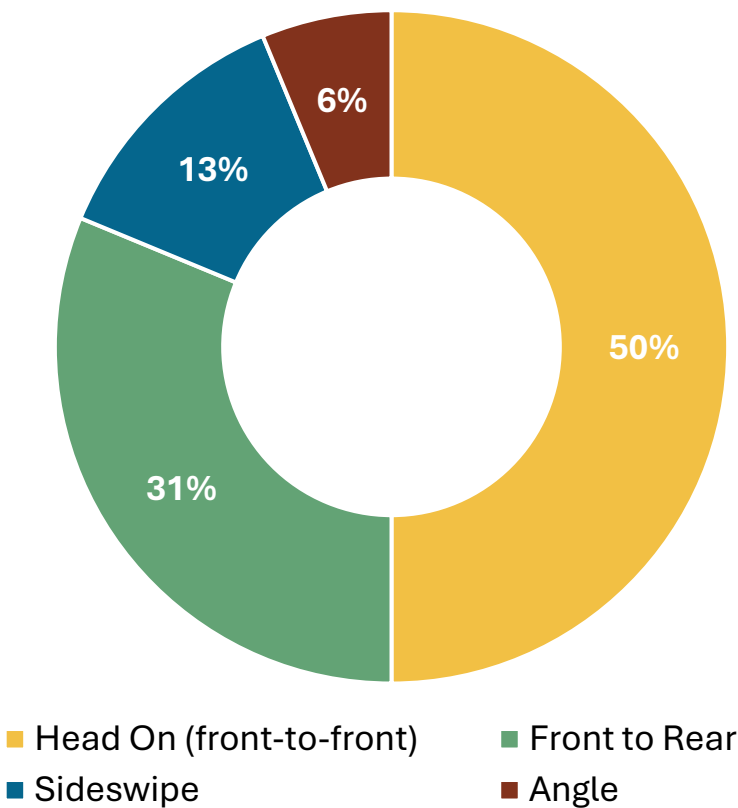
Annual Fatal and Serious Injury Crashes (2019-2023)



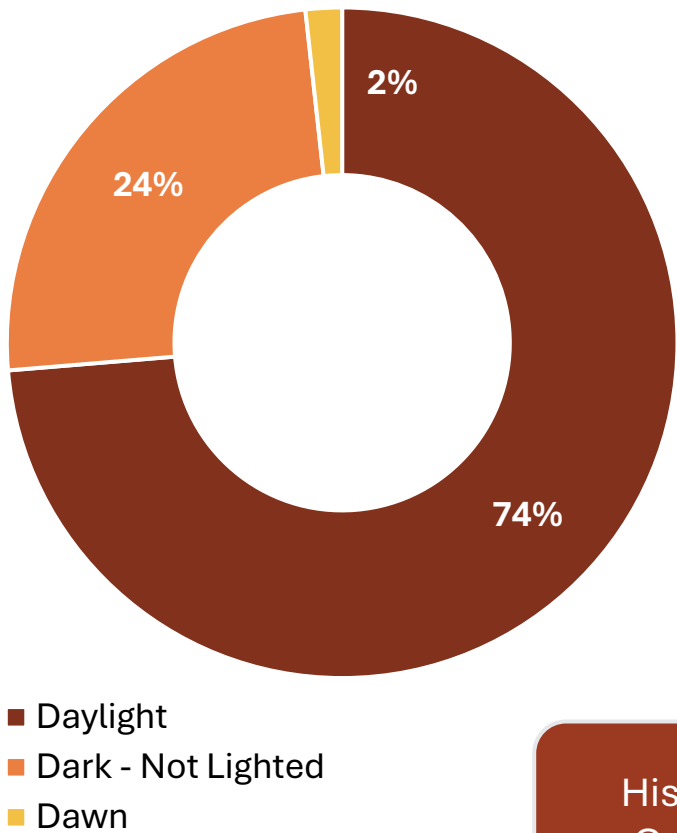
Fatal & Serious Manners of Collision



Top 5 Fatal & Serious Injury Crash Types



Crash Lighting Conditions



Historical Crashes



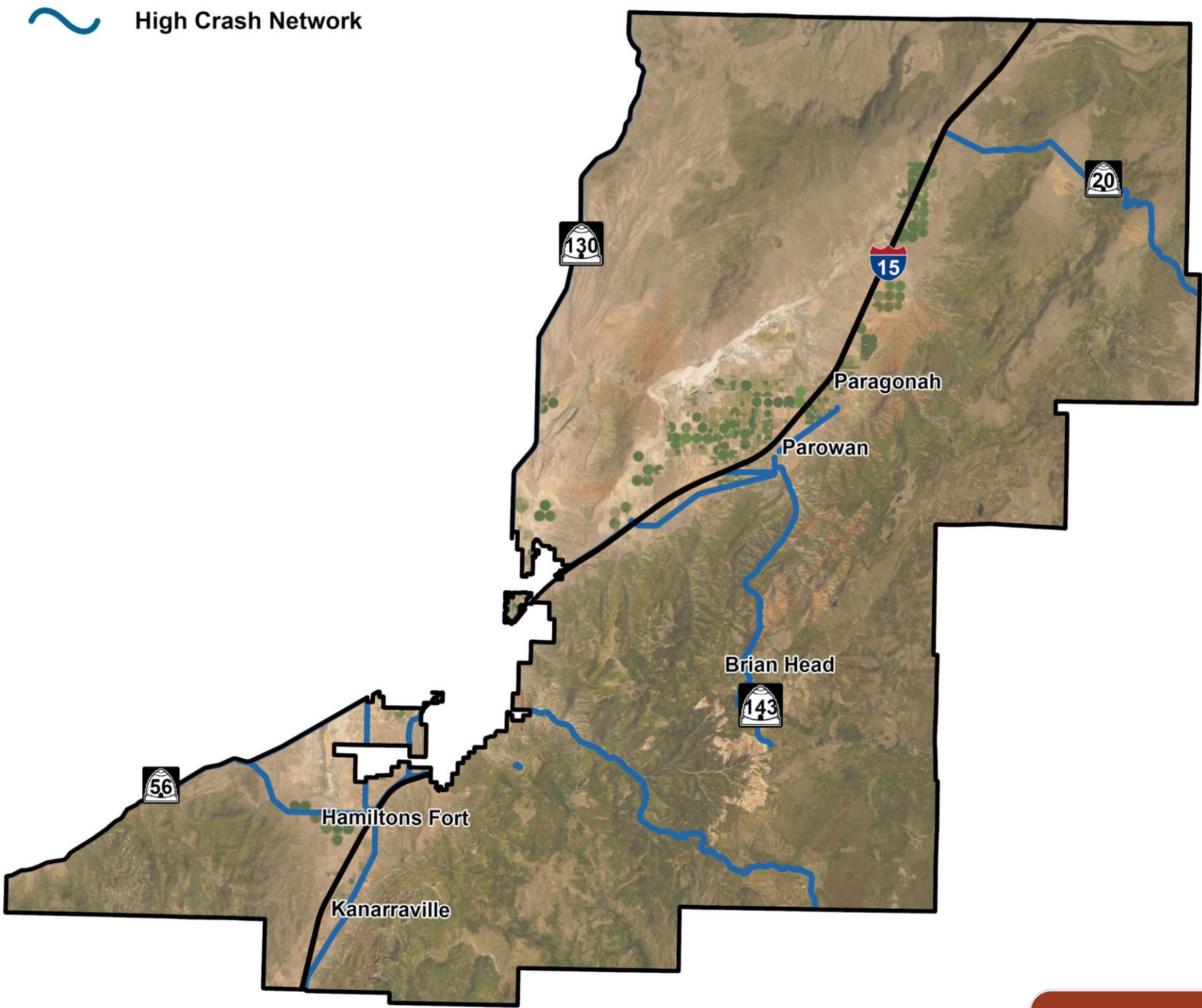
*10% of all Iron County crashes occur on 20% of the East Iron County GFA’s roadways*

Understanding the types and locations of vehicle crashes is an important part of analyzing the safety conditions of a roadway network.

A component of the SAP is to identify locations with an **elevated risk** of crashes. The initial step of this analysis is to spatially reference crashes that occurred within the GFA. Next, a crash rate of total crashes (all severities) per mile is calculated for each roadway segment. This calculation helps identify frequency of crashes regardless of severity.

The roadway network to the right is identified as the **High-Crash Network**.

The High Crash Network includes roadways on which 40% of all crashes occurred throughout the County.



Historic  
Crashes



*50% of all East Iron County injury crashes occur on 5% of the East Iron County GFA’s roadways*

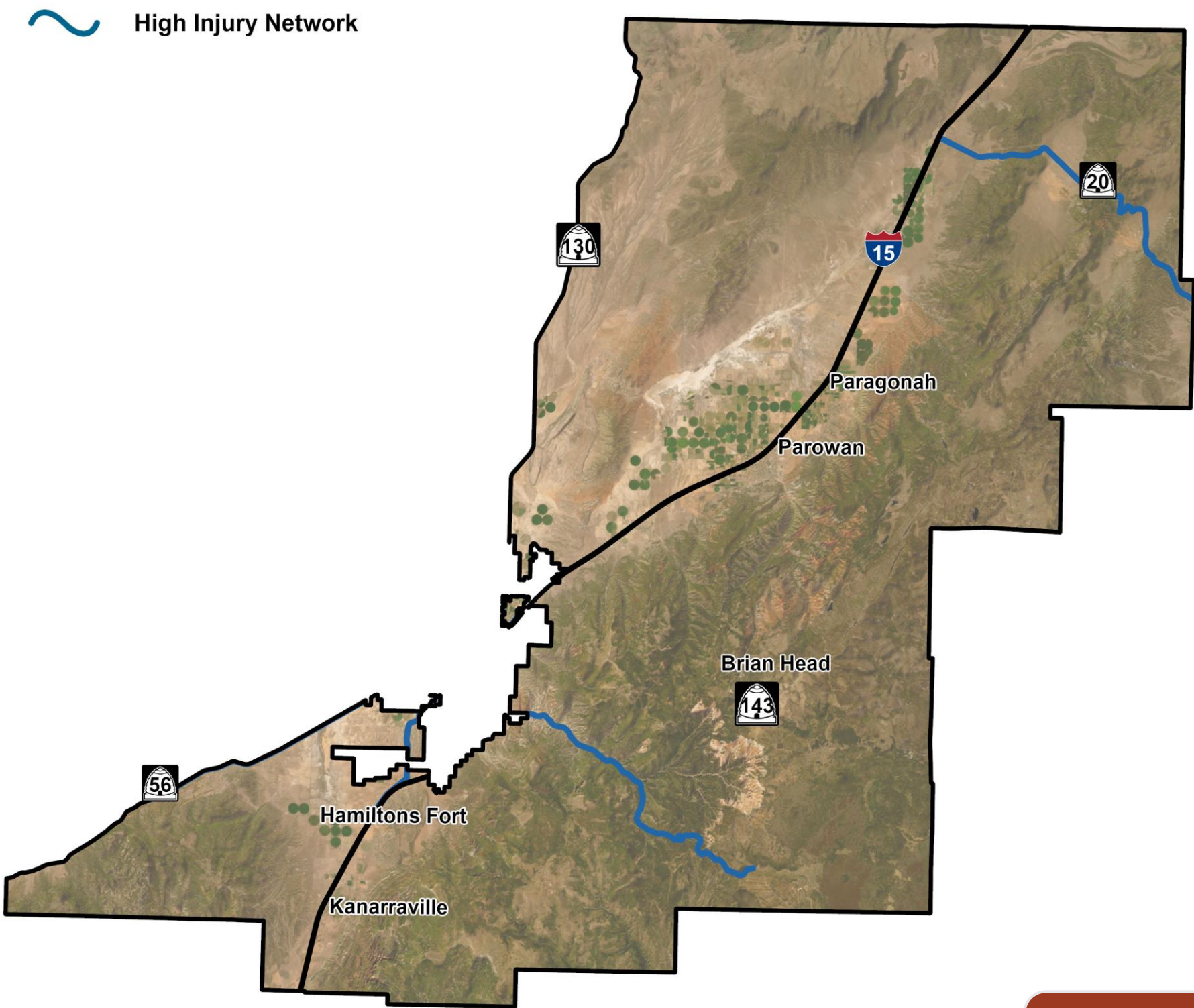
A proactive approach to reducing and eliminating traffic fatalities and serious injuries requires an investigation of the conditions that contribute to severe traffic crashes. The Safe System Approach includes safety strategies and countermeasures that seek to not only reduce the number of crashes that occur but also **reduce the severity** when a crash does occur.

Identifying locations of fatal and injury crashes is a key step in detecting any patterns in the **location** or **characteristics** of roadways or intersections that are potentially impacting the frequency of injury crashes.

A **High-Injury Network** is created by spatially referencing fatal, serious injury, and minor-injury crashes to the roadway network. An “injury rate” of fatal and injury crashes per mile is calculated for each roadway segment.

The map to the right shows the **High-Injury Network**, which represents the roadways on which 60% of fatal and injury crashes in the County have occurred.

Note, the roadway segments identified in both the high crash and high injury networks represent locations with the highest crash rates. Roadway segments may be combined to illustrate more complete corridors.



Historic  
Crashes

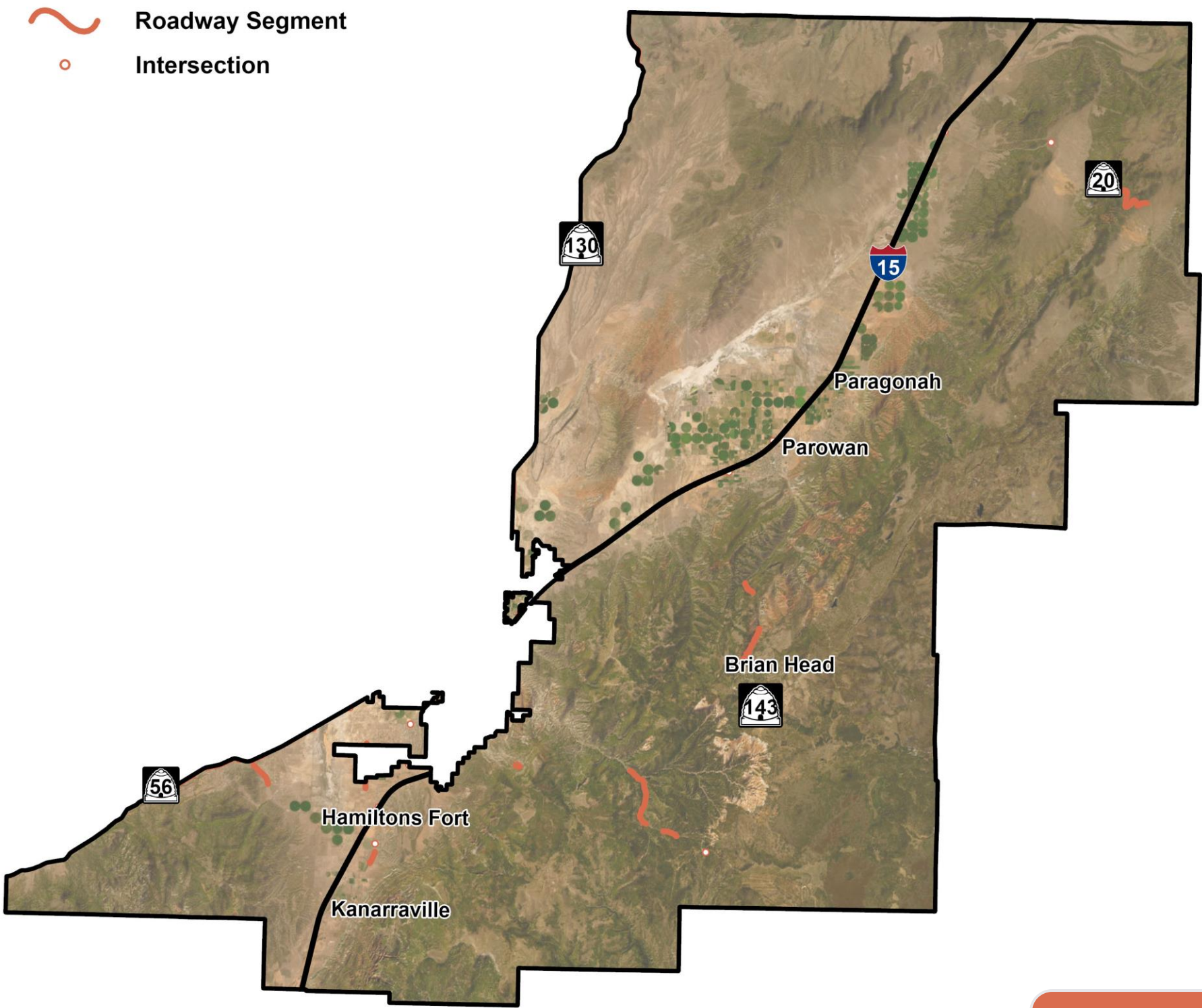


*Locations where historic crashes have exceeded expected crash rates based on similar characteristics*

The Critical Crash Rate (CCR) analysis compares the **observed** crash rate of a location to the **expected** crash rate based on similar locations with similar traffic volumes. Each GFA was analyzed individually to calculate CCRs specific to the GFAs demographics and facilities.

A location with a **positive** CCR indicates higher-than-expected crash rates and a potential for safety improvement. The higher the CCR value, the larger the potential to improve safety at that location.

The map to the right illustrates the **Critical Crash Rate Network** that includes roadway segments and intersections with a potential for safety improvement based on the CCR analysis in the East Iron County GFA.



Network  
Screening







# REPLICA NON-SPEEDING CONFLICT NETWORK EAST IRON CO. GFA



*Identifying potential conflict and high-risk areas using data from events such as phone-handling, sudden braking, and suspected crashes*

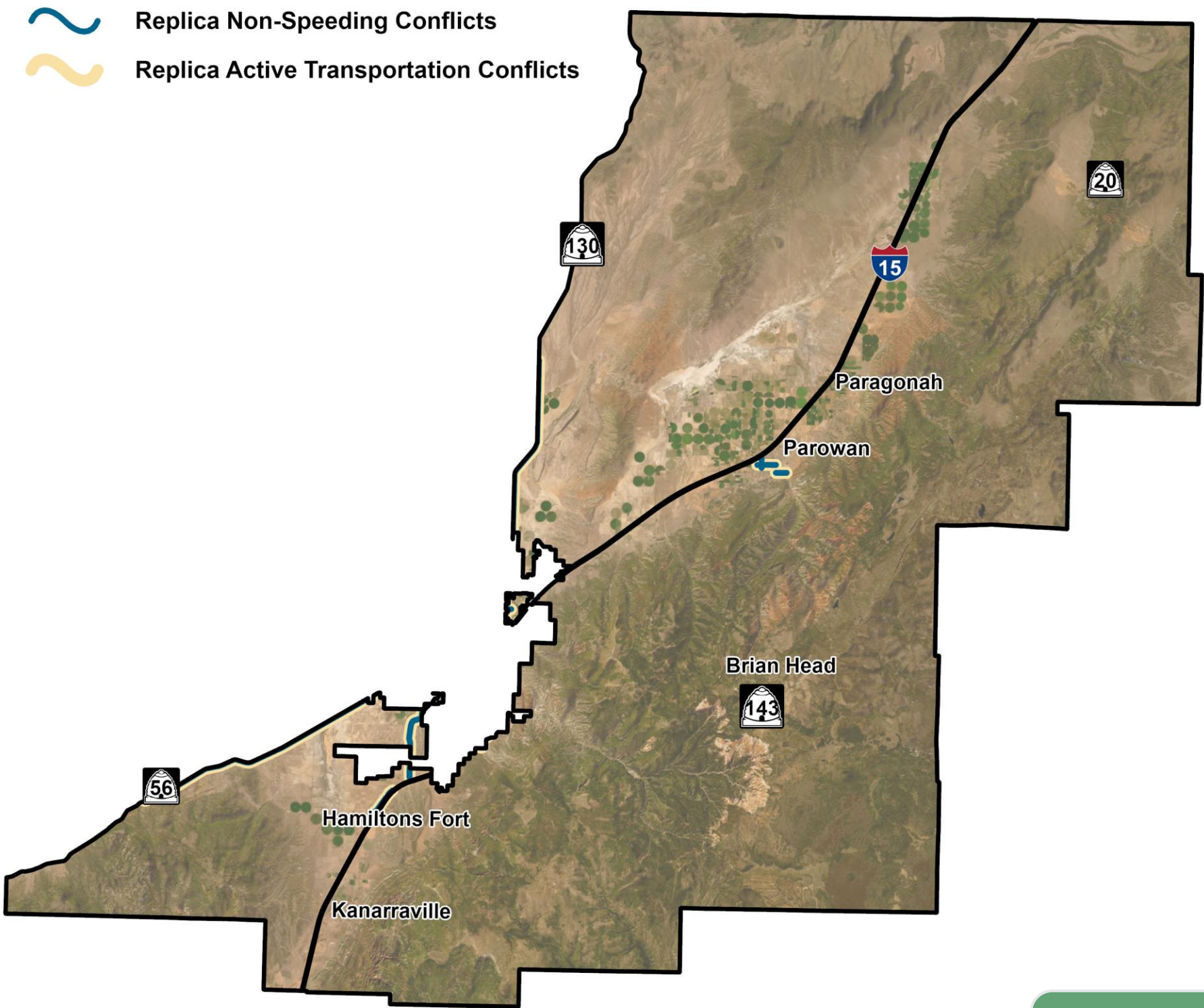
Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital applications called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

Replica’s cellular data includes indicators of certain risky behaviors; **speeding, distracted driving, and hard-braking**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. Risky events captured in the data include phone handling, sudden braking, suspected collisions, and speeding. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a risk score of 80 or more in non-speeding events of the Replica metrics analyzed are included in the **Replica Non-Speeding Conflict Network** shown to the right.



Conflict Areas



*Evaluation of roadway characteristics contributing to risk based on locations of historic crashes*

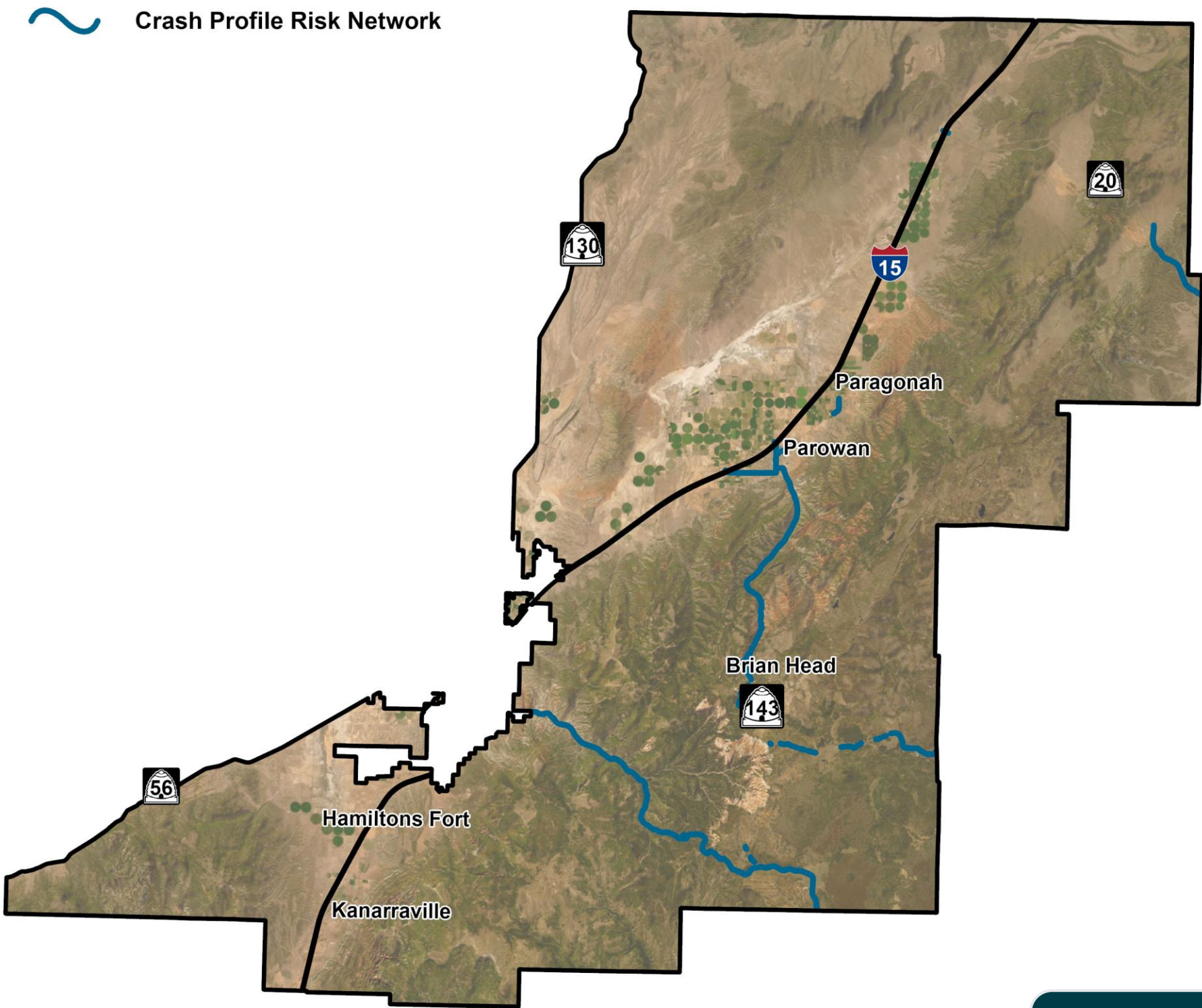
The **Crash Profile Risk Assessment** reviewed fatal and serious injury crashes reported in Iron County to identify attributes that correspond to a higher frequency of fatal and serious injury crashes.

Characteristics considered include:

- Traffic volumes
- Speed limits
- Roadway cross-section
- Lighting condition
- Access Density
- Rumble strips
- Paved shoulder
- Roadside hazards
- Roadway Geometry (curves)

The crash profile risk score, has a maximum value of 100 points. A roadway segment with a score of 60 or higher is a candidate for safety improvements.

The **Crash Profile Risk Network** of the highest scoring roadway segments is shown to the right.



Risk  
Characteristics



A risk rating based on the design and traffic control attributes of the roadway

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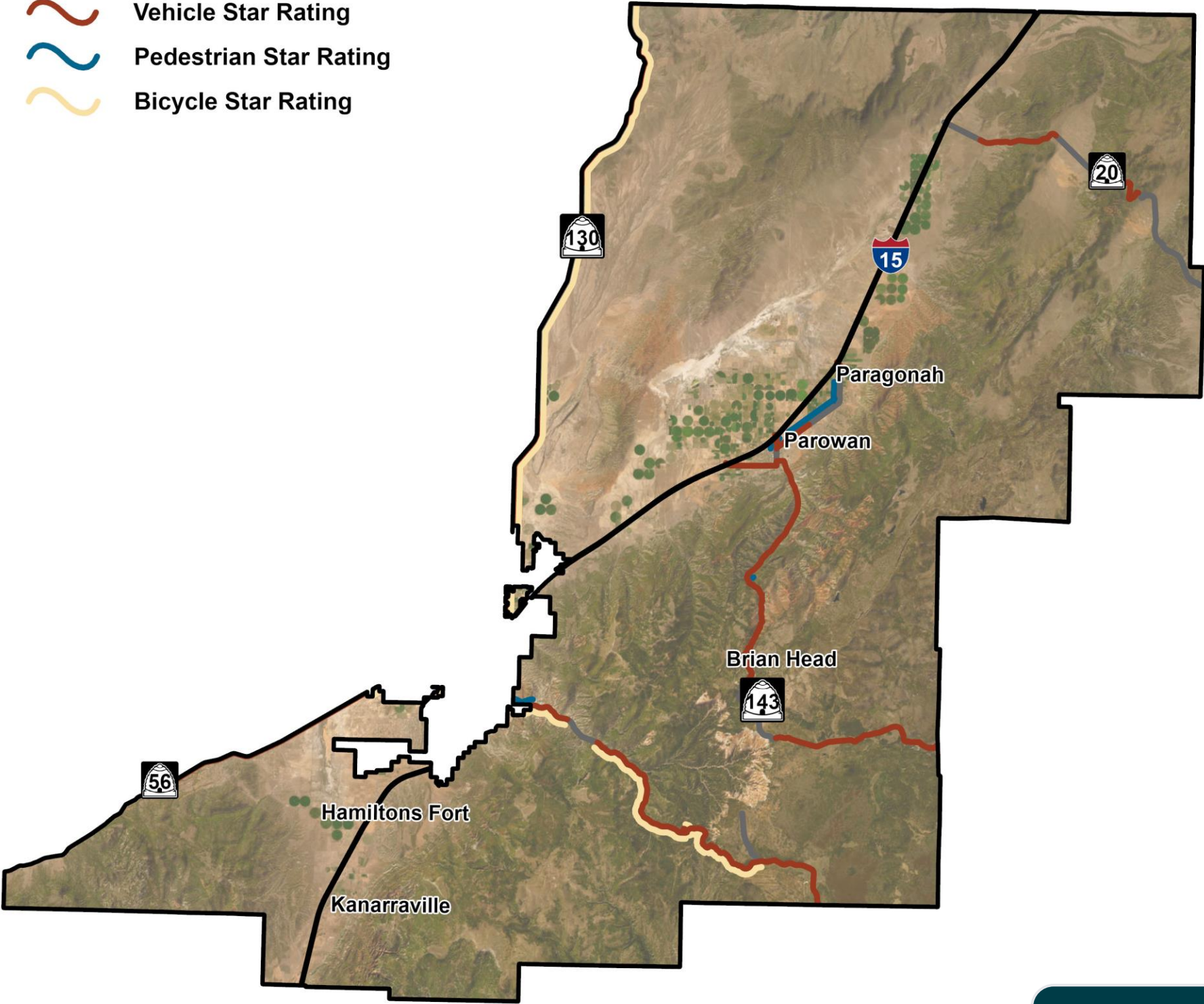
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The roadways highlighted in the **usRAP Network** to the right have a star rating of **1** or **2** in the vehicle, pedestrian, or bicyclist category of usRAP ratings.

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-  Pedestrian Star Rating
-  Bicycle Star Rating



Risk  
Characteristics





“A plan to provide local governments the means to make strategic roadway safety improvements”

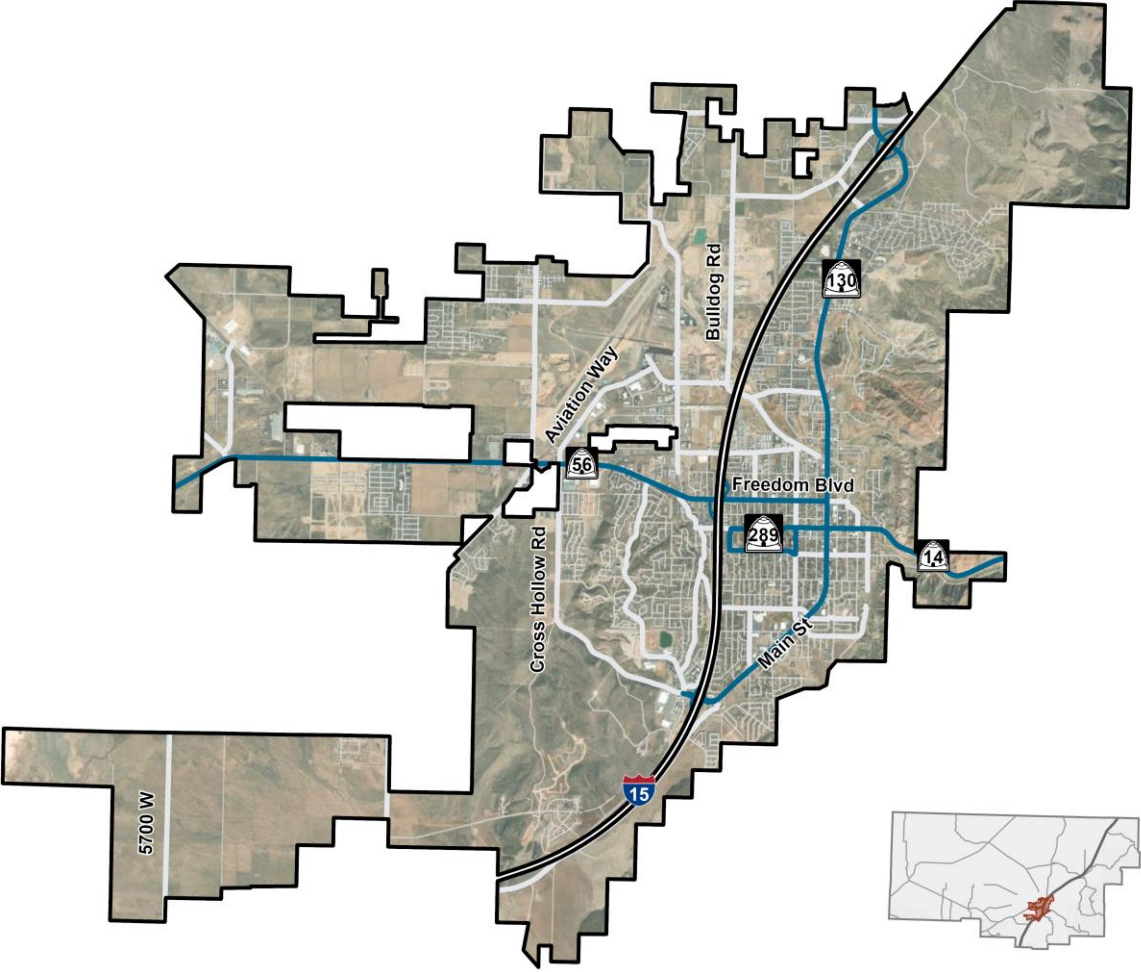
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Self-Certification Checklist

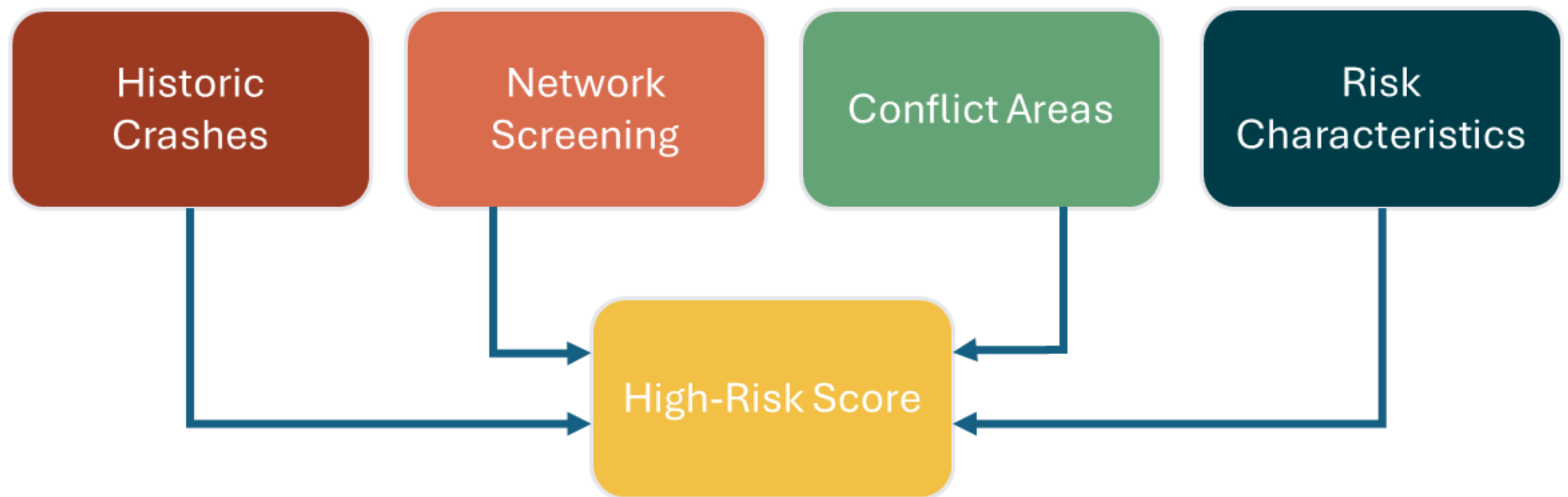
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  - ☐ Existing conditions and historical trends
  - ☐ Crashes by location, severity, and contributing factor
  - ☐ Systemic and specific safety needs
  - ☐ Geospatial identification of higher risk locations
- ☐ Identification of comprehensive set of projects and strategies

...And must complete 4 of the 6 elements to the right:

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|---|---|
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*Identifies higher risk roadways by analyzing driver behavior, road usage, and community demographics.*

- Data source:** Michelin Mobility Intelligence (MMI) (i.e. cellular and GPS data).
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- Example Data:** Phone handling, sudden braking, suspected collisions, and speeding events.



*Assigns road segments a 1–5-star rating based on the roadway’s safety features and characteristics to identify hazardous road sections.*

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Historic Crashes

Based on...	Historic Crashes, 2019-2023
Analyzes...	Crashes per mile or traffic volumes
Results in...	1. High Crash Network 2. High Injury Network

Conflict Areas

Based on...	Replica Safe Streets Planner
Analyzes...	Roadways by high-risk areas
Results in...	Replica Conflict Network

Network Screening

Based on...	Historic Crashes, 2019-2023
Analyzes...	Roadways and intersections by expected vs. actual crash rates
Results in...	Critical Crash Rate Network

Risk Characteristics

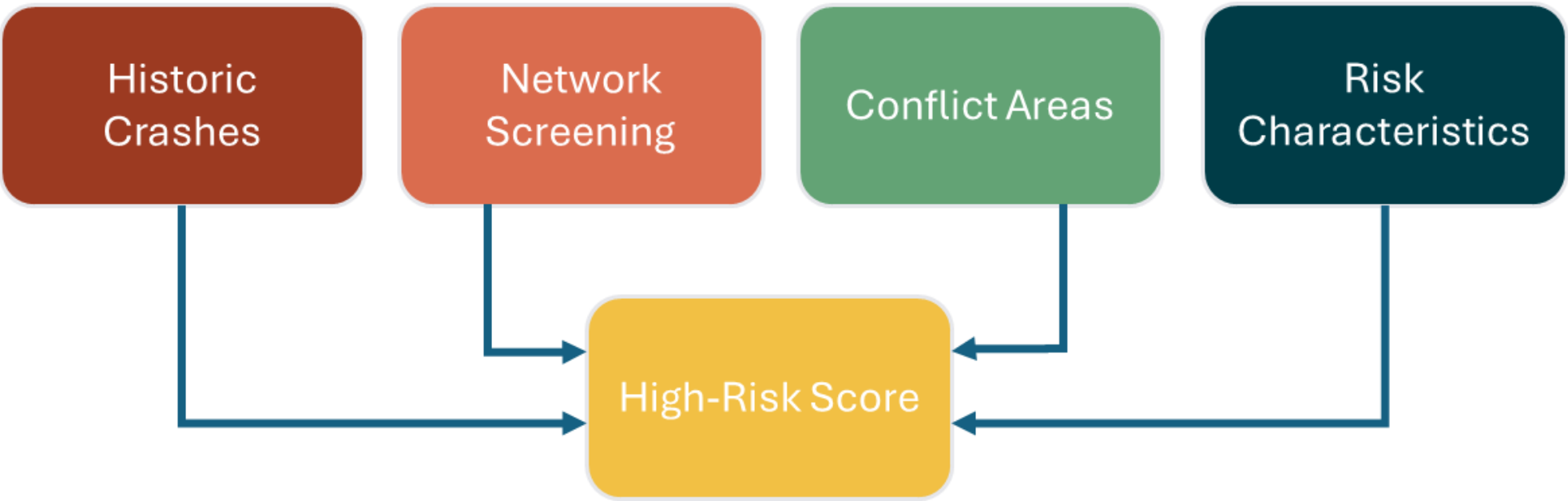
Based on...	usRAP Roadway Data
Analyzes...	Roadways by design and physical characteristics
Results in...	1. usRAP Network (star rating) 2. Crash Profile Risk Network



Each safety analysis methodology identified locations that are **candidates for safety improvements** to reduce fatalities and serious injury crashes.

To provide focused information for jurisdictional decisions regarding **prioritization of safety improvements**, a **Risk Score** (0 to 5), was assigned to the transportation network. Any location with a positive Risk Score may be considered for safety improvements. Locations with a Risk Score of **“3”** or greater are to be prioritized in the **High-Risk Network**.

A map of the resulting High-Risk Network is provided on page 6, pages 7 and 8 provide a detailed list of the top 10 priority locations (roadway segments and intersections).

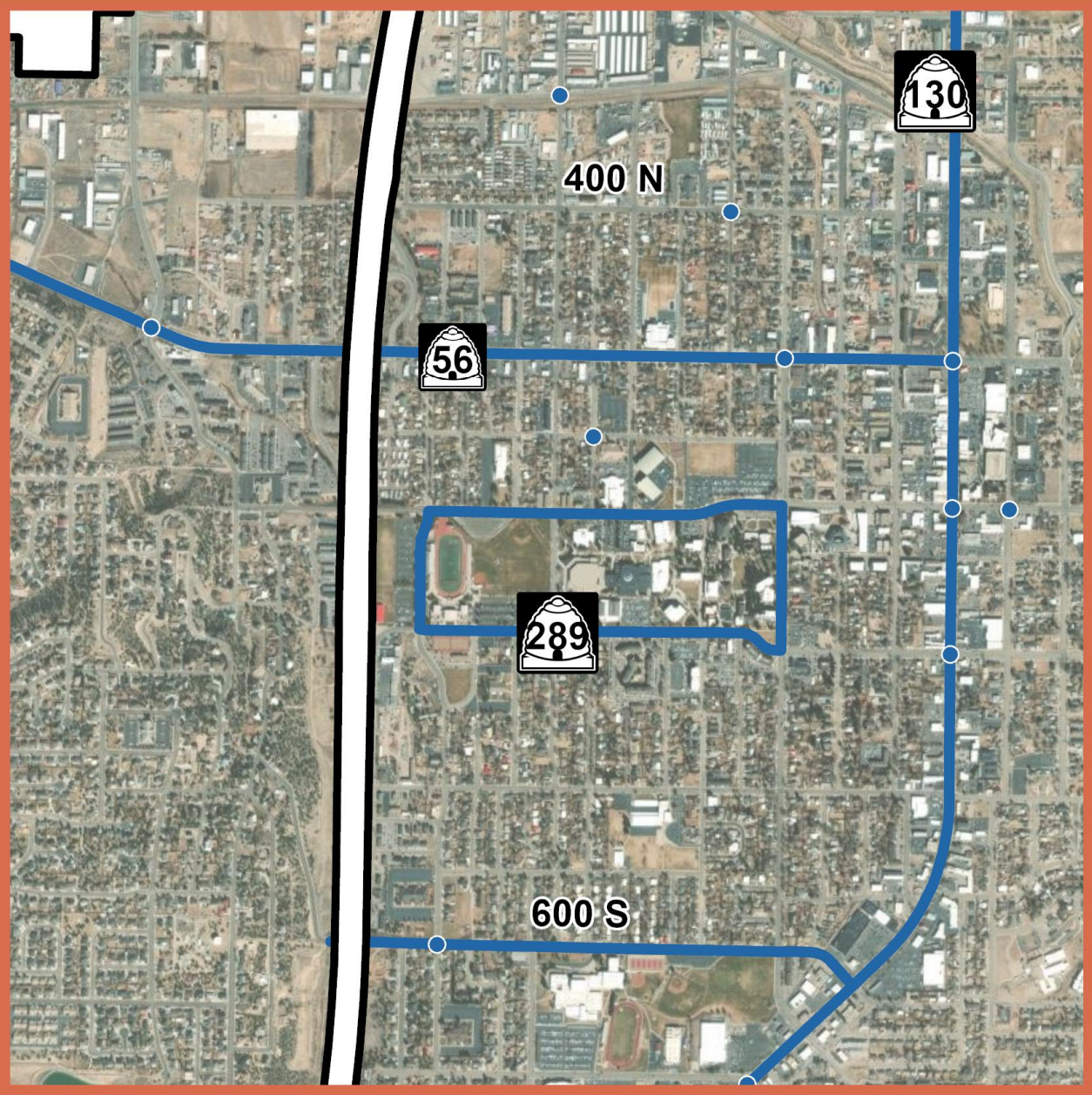


High Risk Category	Safety Analysis	Scoring Criteria	Risk Score	Page #
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	Replica - Active Transportation Areas	Active transportation conflict rick score of 80+		16
Conflict Areas	Crash Profile Risk	Crash Profile Risk score of 60+	1	17
Risk Characteristics	usRAP Vehicle Star Rating	Star Rating of 1 - 2		17
	usRAP Pedestrian Star Rating	Star Rating of 1 - 2		
	usRAP Bicycle Star Rating	Star Rating of 1 - 2		

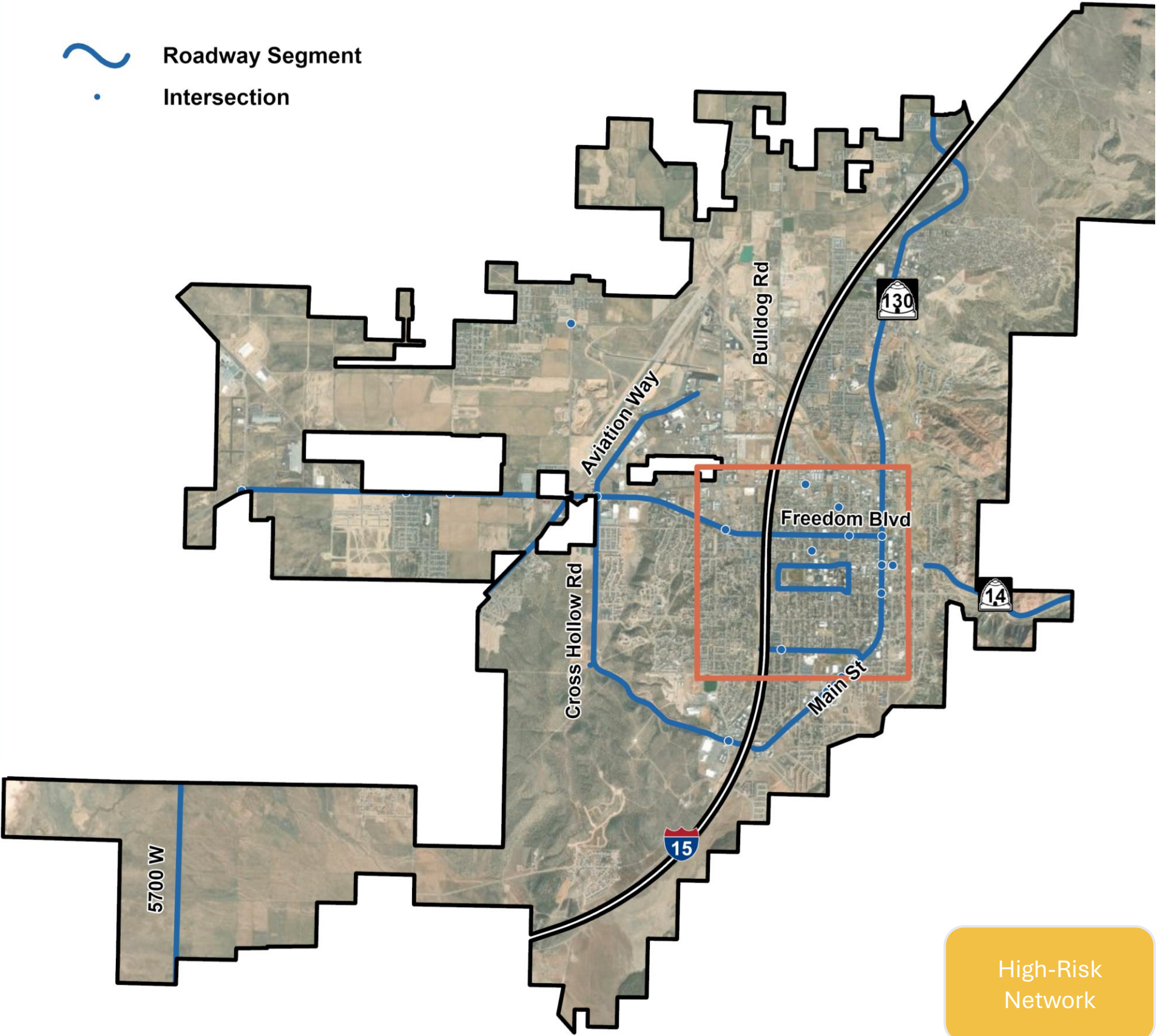
Maximum High-Risk Score\* 5

High-Risk Score





~ Roadway Segment  
• Intersection



High-Risk  
Network





Roadways				Safety Analysis									
Roadway	Extents	Length (miles)	Functional Classification	High Crash Network	High Injury Network)	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
State Routes													
Main Street (SR 130)	1045 North to I-15	6.0	Other Principal Arterial	X	X	X				X	X	X	X
200 North (SR 56)	Iron Springs Road to I-15	4.5	Other Principal Arterial	X	X	X	X	X	X	X	X	X	X
200 North (SR 56)	I-15 to Main Street (SR 130)	1.0	Other Principal Arterial	X	X	X	X	X	X	X		X	X
SUU Loop (SR 289)	1150 West to 300 West	1.5	Minor Arterial	X	X	X				X	X		X
Center Street (SR 14)	400 Eat to Right Hand Canyon Road	4.5	Minor Arterial	X	X					X	X	X	X
Non- State Routes													
Cross Hollow Road	SR 56 to I-15	3.0	Minor Arterial	X	X	X	X	X	X				
Aviation Way	SR 56 to Airport Road	1.5	Major Collector	X	X	X	X	X	X				
600 South	I-15 to Main Street (SR 130)	1.0	Major Collector	X	X		X	X	X				
5700 West	1400 South to 3200 South	2.3	Major Collector	X		X							
Westview Drive	SR 56 to 200 South	1.0	Major Collector	X	X		X	X	X				



# HIGH-RISK INTERSECTIONS

# CEDAR CITY GFA



Intersections		Safety Analysis			Supporting Networks						
Intersection	Number of Crashes	High Crash Network	High Injury Network	Critical Crash Rate	Replica Speeding	Replica Non Speeding	Replica Active Transportation	Crash Profile Risk	usRAP Vehicle Star Rating	usRAP Pedestrian Star Rating	usRAP Bicycle Star Rating
Signalized Intersections											
Cross Hollow Road/Aviation Way & SR 56	44	X	X	X	X	X	X	X	X	X	X
Westview Drive/3100 West & SR 56	27	X	X	X	X	X	X	X	X	X	X
Main Street (SR 130) & 1925 North	41	X	X	X	X	X	X	X	X	X	X
Airport Road/College Way & SR 56	69	X	X	X	X	X	X	X	X		X
Main Street (SR 130) & 800 South	36	X	X	X	X	X	X		X	X	X
Main Street & SR 56	106	X	X	X	X	X	X	X			X
Providence Center Drive & Cross Hollow Road	50	X	X	X	X	X	X				
Main Street (SR 130) & 200 South	29	X	X	X				X	X		X
Main Street (SR 130) & Center Street (SR 14)	36	X	X	X				X	X		X
300 West & SR 56	31	X		X	X	X	X	X		X	
Unsignalized Intersections											
100 East & Center Street (SR 14)	11	X	X	X	X	X	X	X	X		X
Iron Springs Road & SR 56	11	X	X	X	X	X	X			X	X
700 West & Harding Avenue	7	X	X	X	X	X	X				
400 West & 400 North	5	X	X	X	X	X	X				
3900 West & SR 56	6		X	X	X	X	X			X	X
4200 West & SR 56	6		X	X	X	X	X			X	X
Main Street (SR 13) & Fir Street	24	X		X				X	X	X	X
800 West & Industrial Road	6	X	X	X							
Lund Highway & 1600 West	14	X	X	X							
1100 West & 600 South	22	X		X	X	X	X				



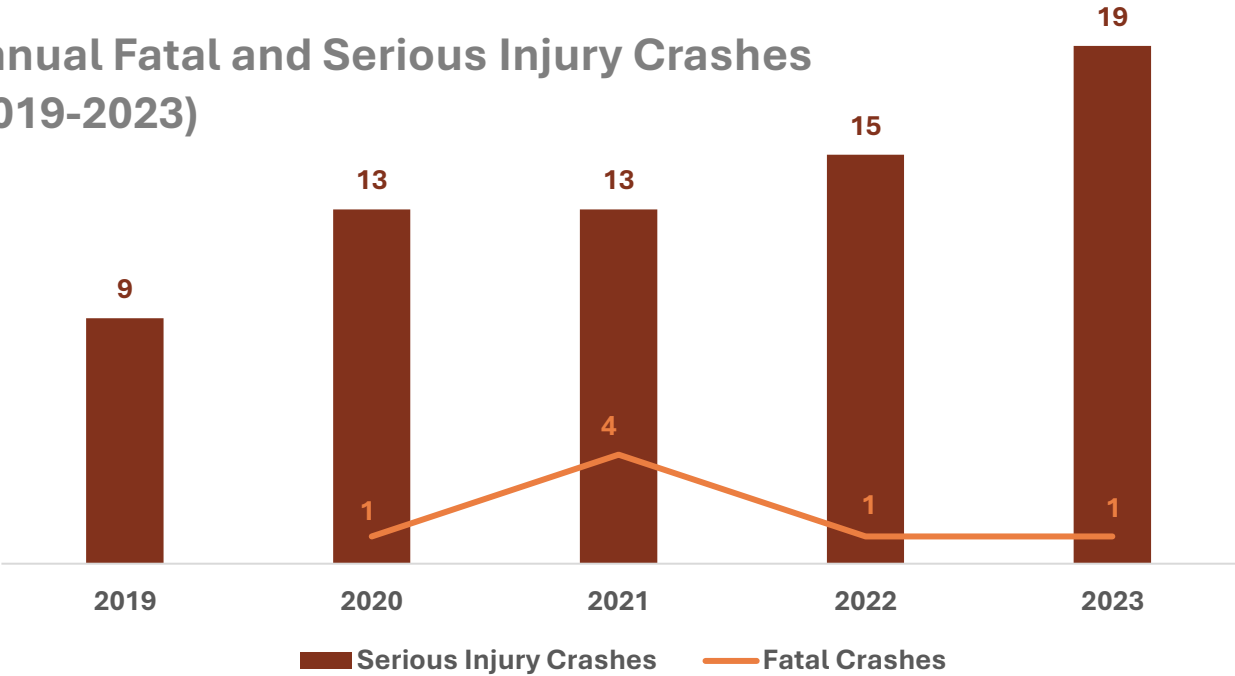
# SUPPORTING INFORMATION



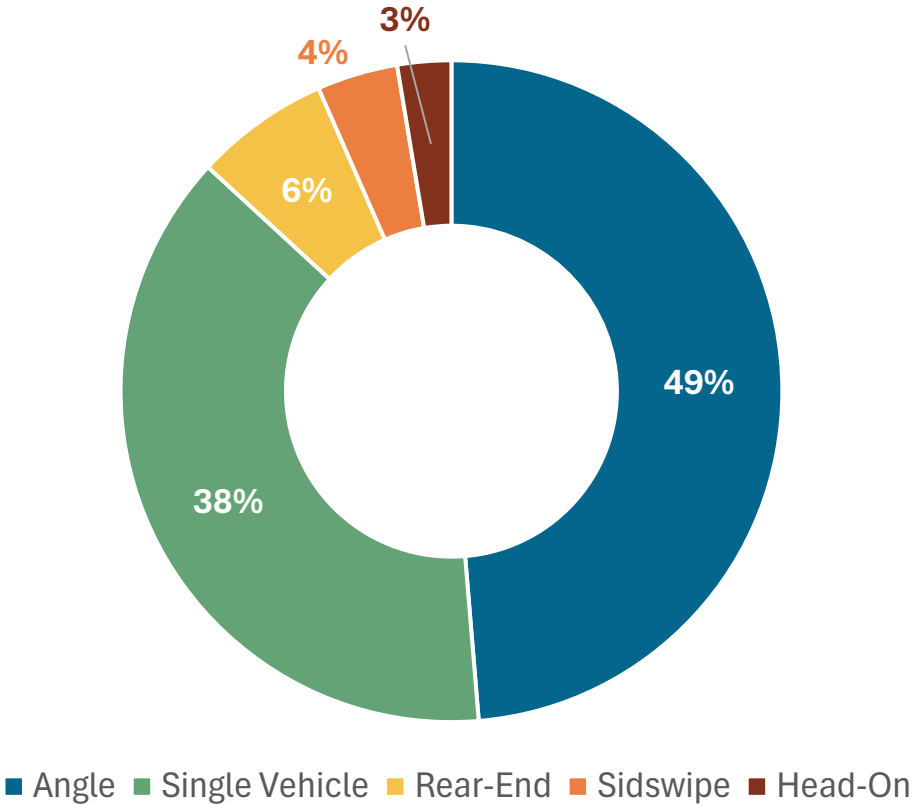


Route Type	State Route		Non-State Routes		Overall Total		% of Iron County
Crash Severity	Crashes		Crashes		Crashes		%
	#	%	#	%	#	%	
Fatal	4	0.3%	3	0.3%	7	0.3%	36%
Suspected Serious Injury	29	2%	40	4%	69	3%	72%
Suspected Minor Injury	171	13%	147	13%	318	13%	101%
Possible injury	215	16%	119	11%	334	14%	93%
No Injury / Property Damage Only	909	68%	815	73%	1,724	70%	96%
Total	1,328	100%	1,124	100%	2,452	100%	47%

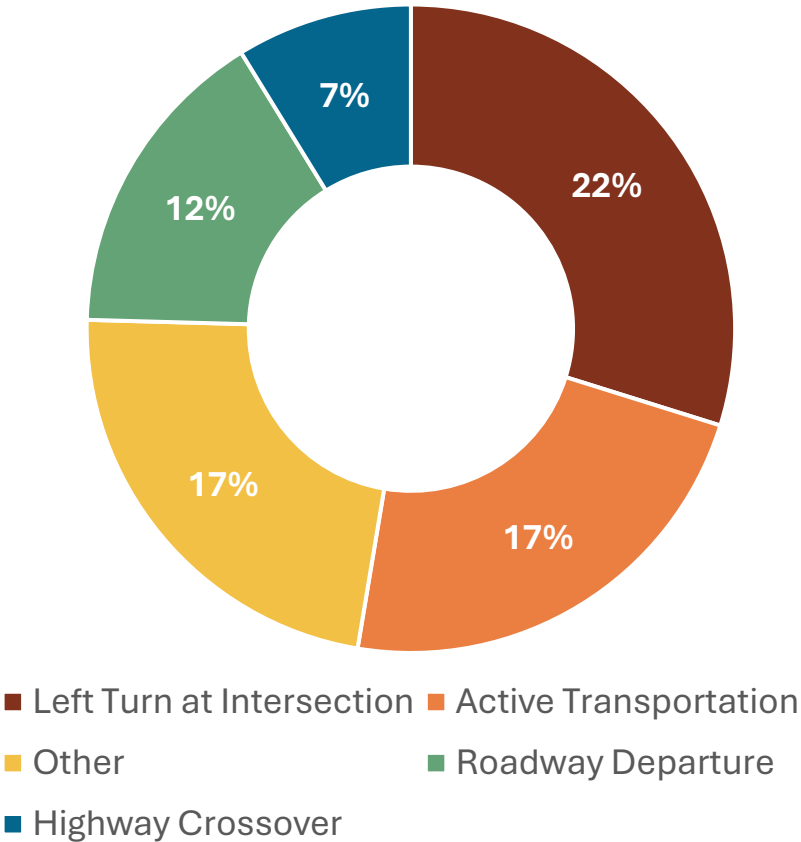
Annual Fatal and Serious Injury Crashes (2019-2023)



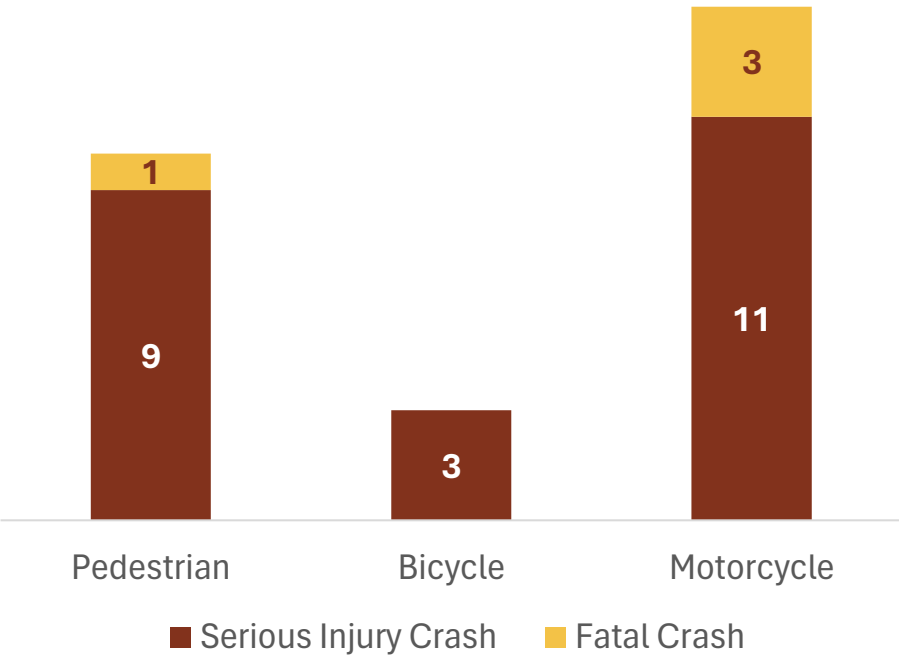
Fatal & Serious Manners of Collision



Top 5 Fatal & Serious Injury Crash Types



Active Transportation Crashes



Historical Crashes



40% of all Iron County crashes occur on 25% of the Cedar City GFA’s roadways

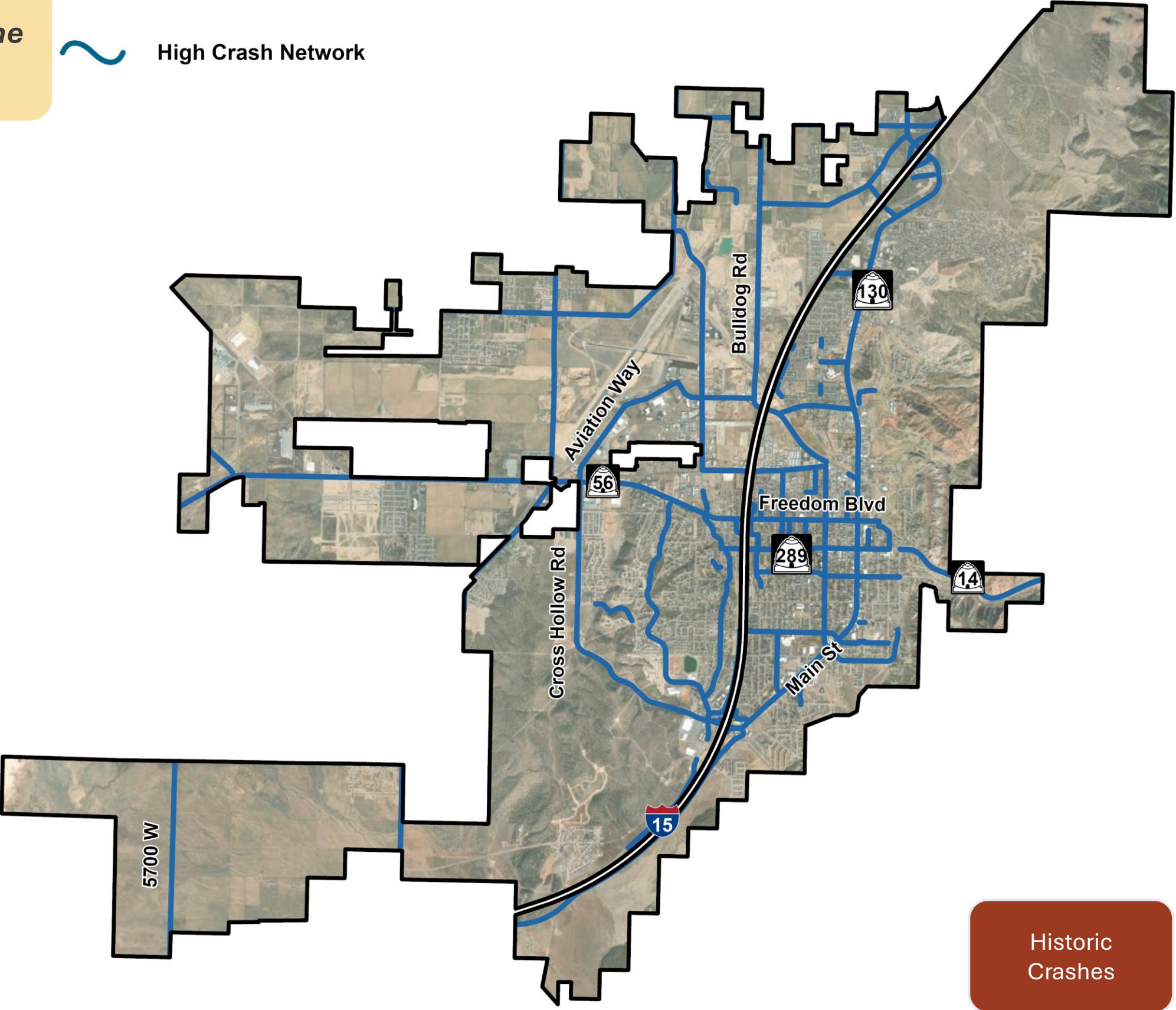
Understanding the types and locations of vehicle crashes is an important part of analyzing the safety conditions of a roadway network.

A component of the SAP is to identify locations with an **elevated risk** of crashes. The initial step of this analysis is to spatially reference crashes that occurred within the GFA. Next, a crash rate of total crashes (all severities) per mile is calculated for each roadway segment. This calculation helps identify frequency of crashes regardless of severity.

The roadway network to the right is identified as the **High-Crash Network**.

The High Crash Network includes roadways on which 40% of all crashes occurred throughout the County.

High Crash Network



Historic  
Crashes



*30% of all Iron County injury crashes occur on 10% of the Cedar City GFA’s roadways*

A proactive approach to reducing and eliminating traffic fatalities and serious injuries requires an investigation of the conditions that contribute to severe traffic crashes. The Safe System Approach includes safety strategies and countermeasures that seek to not only reduce the number of crashes that occur but also **reduce the severity** when a crash does occur.

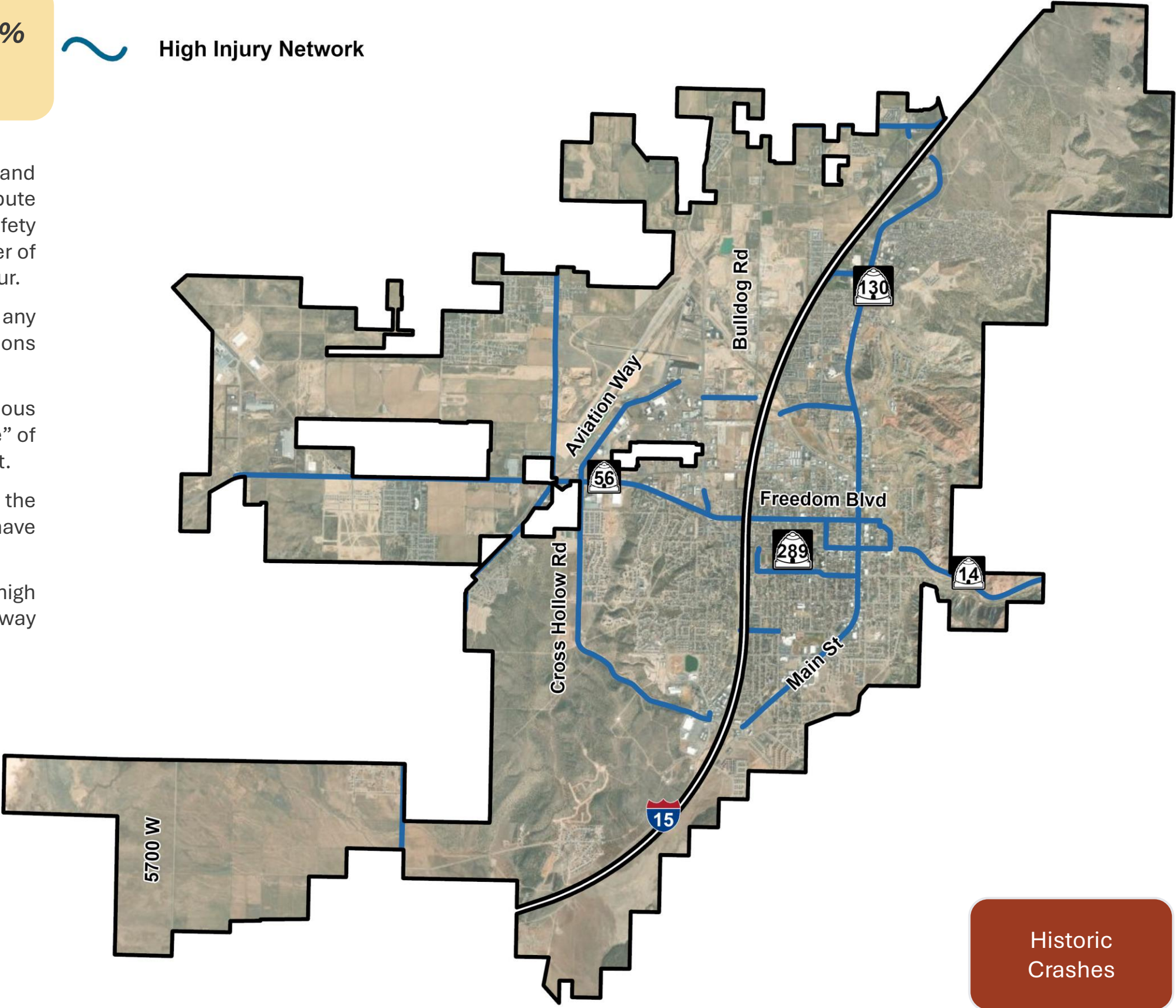
Identifying locations of fatal and injury crashes is a key step in detecting any patterns in the **location** or **characteristics** of roadways or intersections that are potentially impacting the frequency of injury crashes.

A **High-Injury Network** is created by spatially referencing fatal, serious injury, and minor-injury crashes to the roadway network. An “injury rate” of fatal and injury crashes per mile is calculated for each roadway segment.

The map to the right shows the **High-Injury Network**, which represents the roadways on which 60% of fatal and injury crashes in the County have occurred.

Note, the roadway segments identified in both the high crash and high injury networks represent locations with the highest crash rates. Roadway segments may be combined to illustrate more complete corridors.

High Injury Network



Historic  
Crashes



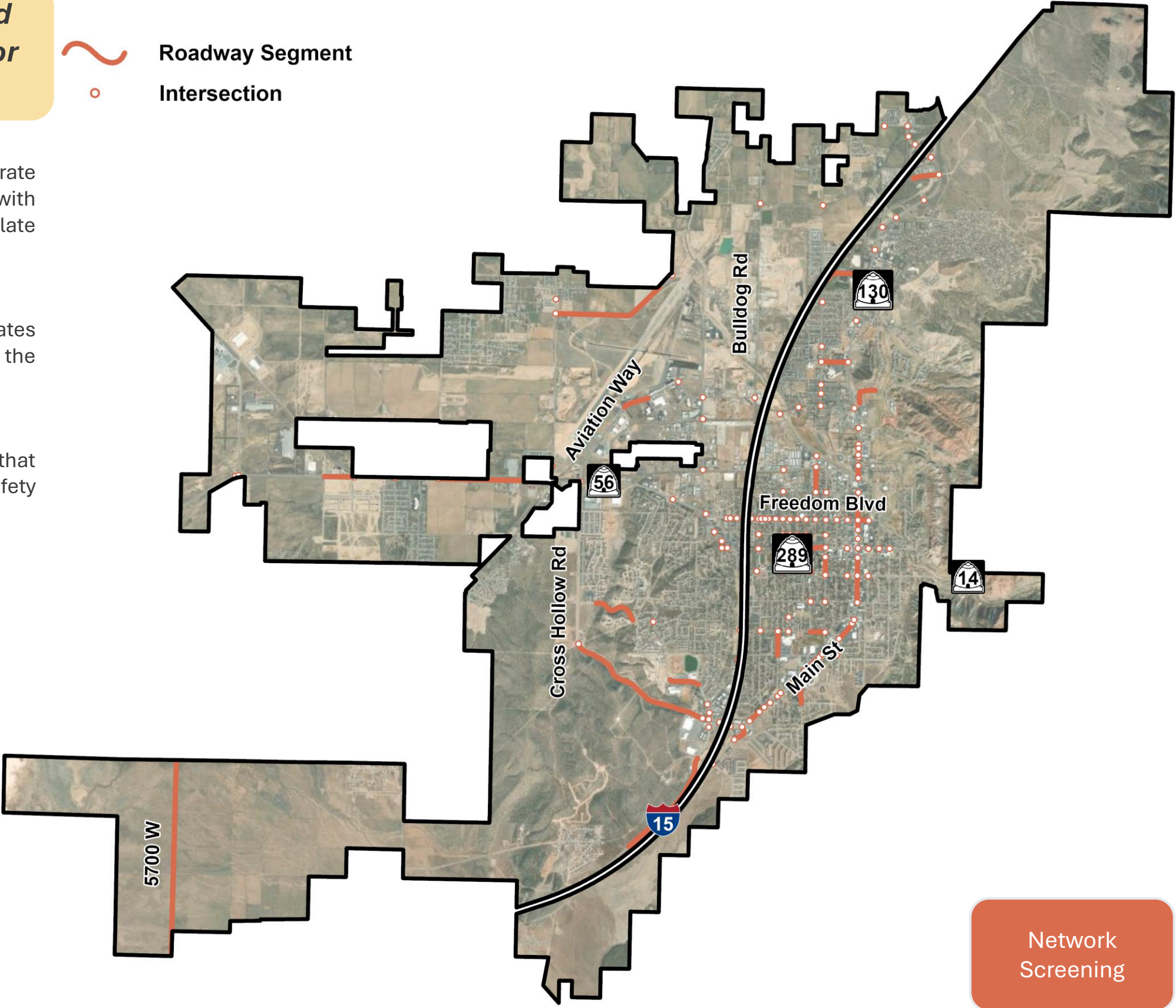
*Locations where historic crashes have exceeded expected crash rates based on similar roadway or intersection characteristics*

The Critical Crash Rate (CCR) analysis compares the **observed** crash rate of a location to the **expected** crash rate based on similar locations with similar traffic volumes. Each GFA was analyzed individually to calculate CCRs specific to the GFAs demographics and facilities.

A location with a **positive** CCR indicates higher-than-expected crash rates and a potential for safety improvement. The higher the CCR value, the larger the potential to improve safety at that location.

The map to the right illustrates the **Critical Crash Rate Network** that includes roadway segments and intersections with a potential for safety improvement based on the CCR analysis in the Cedar City GFA.

 Roadway Segment  
 Intersection



Network  
Screening



*Identifying potential conflict and high-risk areas using data from speeding events*

Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital application called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

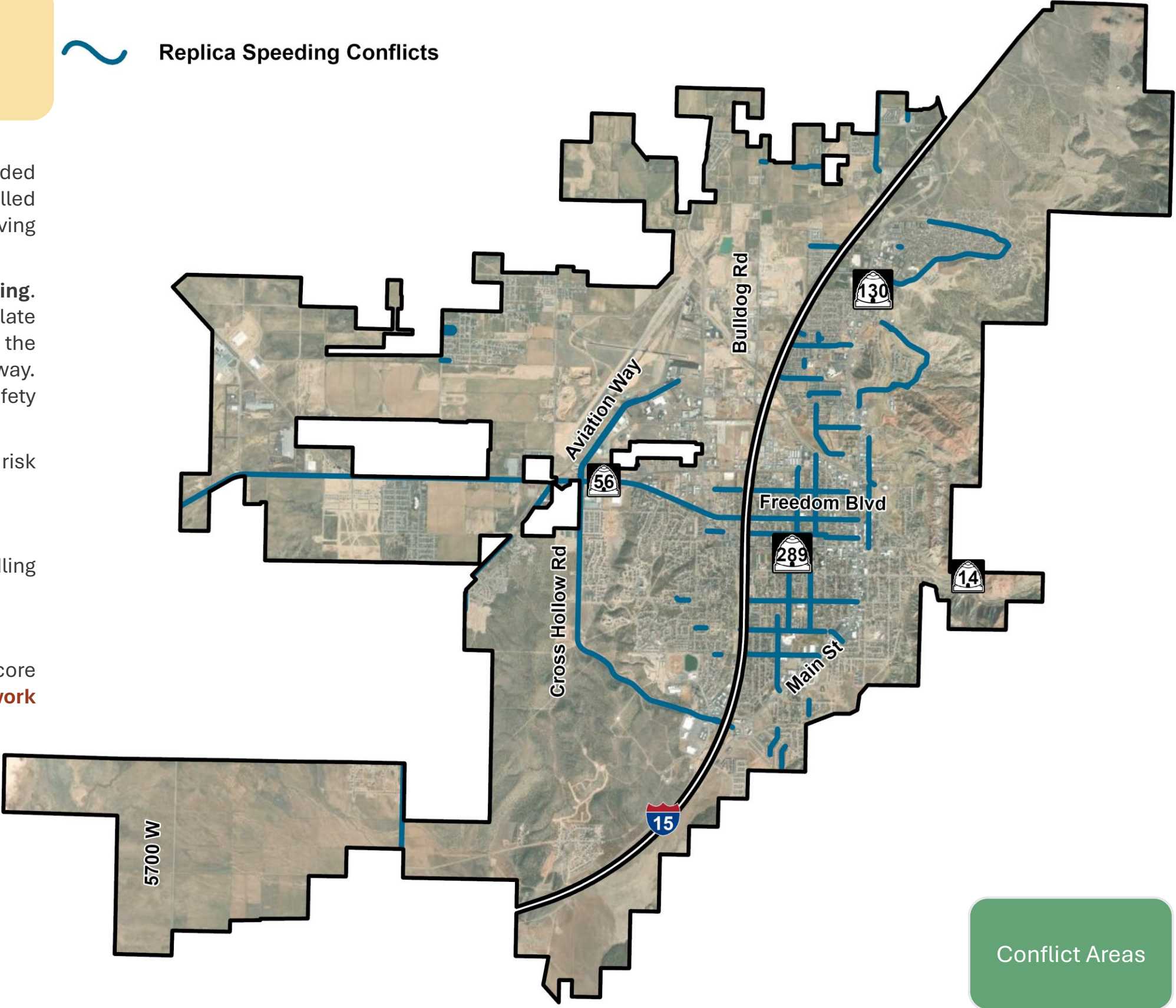
Replica’s cellular data includes indicators of risky behaviors like **speeding**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a speeding risk score of 80 or more are included in the **Replica Speeding Conflict Network** shown to the right.

~ Replica Speeding Conflicts



Conflict Areas



*Identifying potential conflict and high-risk areas using data from events such as phone-handling, sudden braking, and suspected crashes*


Replica is an online data platform that aggregates cellular data provided mobility **patterns** and **trends**. Replica provides a digital applications called **Safe Streets Planner** that combines detailed multimodal data with driving event data to identify and prioritize high conflict corridors.

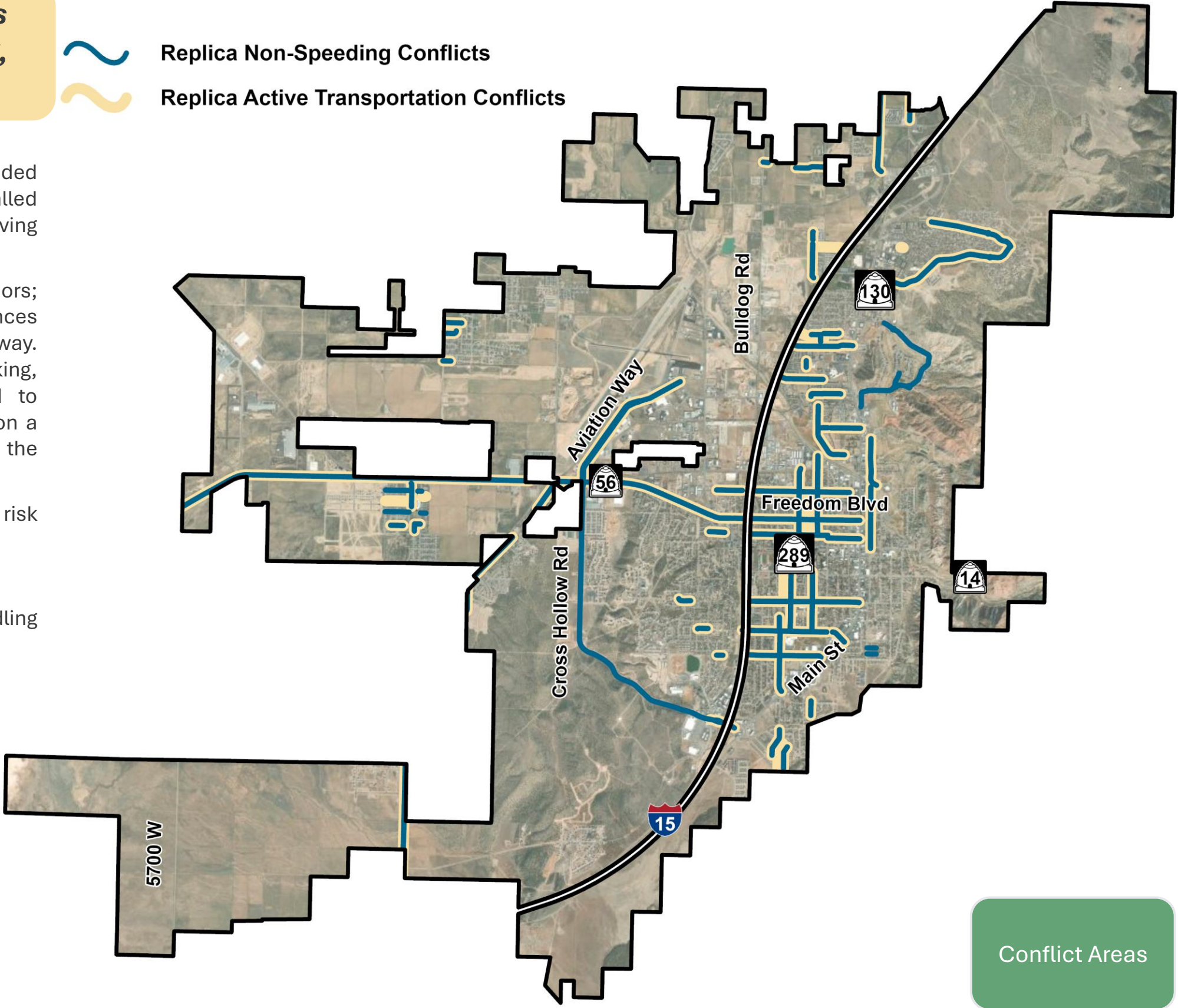
Replica’s cellular data includes indicators of certain risky behaviors; **speeding, distracted driving, and hard-braking**. The number of instances or “events” of risky behaviors is used to calculate a risk score for a roadway. Risky events captured in the data include phone handling, sudden braking, suspected collisions, and speeding. **Risk scores** are calculated to represent the proportion of risky events to the number of total trips on a roadway. Roadways with higher risk scores represent roadways with the most safety conflicts.

The following metrics were isolated in Replica to identify the highest risk roadways in Iron County:

- Speeding
- Non-Speeding Events: Suspected Collisions, Phone Handling (Distracted Driving), and Sudden Braking
- Active Transportation (pedestrians and bicyclist) high-risk corridors

The maximum risk score is 100 points. Roadways with a risk score of 80 or more in non-speeding events of the Replica metrics analyzed are included in the **Replica Non-Speeding Conflict Network** shown to the right.

 Replica Non-Speeding Conflicts  
 Replica Active Transportation Conflicts



Conflict Areas



*Evaluation of roadway characteristics contributing to risk based on locations of historic crashes*

The **Crash Profile Risk Assessment** reviewed fatal and serious injury crashes reported in Iron County to identify attributes that correspond to a higher frequency of fatal and serious injury crashes.

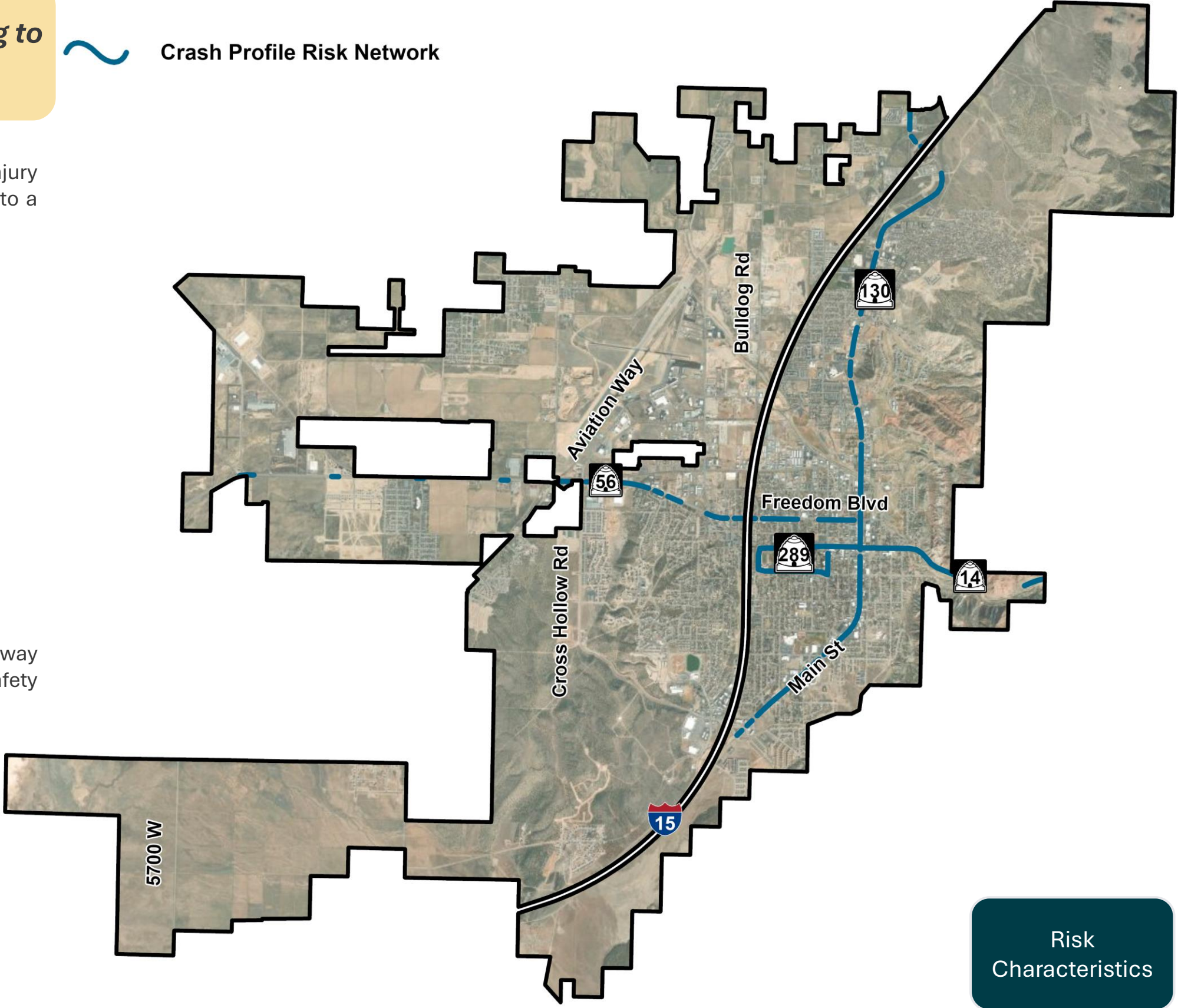
Characteristics considered include:

- Traffic volumes
- Speed limits
- Roadway cross-section
- Lighting condition
- Access Density
- Rumble strips
- Paved shoulder
- Roadside hazards
- Roadway Geometry (curves)

The crash profile risk score, has a maximum value of 100 points. A roadway segment with a score of 60 or higher is a candidate for safety improvements.

The **Crash Profile Risk Network** of the highest scoring roadway segments are shown to the right.

Crash Profile Risk Network



Risk  
Characteristics



A risk rating based on the design and traffic control attributes of the roadway

The United States Road Assessment Program (**usRAP**) is a proactive tool for analyzing the safety of a roadway.

Star ratings are assigned to each segment of the roadway network. Only State Highways are included in the roadway network for this data set. Star ratings consider road infrastructure attributes known to impact the likelihood of a crash and its severity. Attributes include roadway type, width, shoulders, speed limit, traffic volumes, etc.

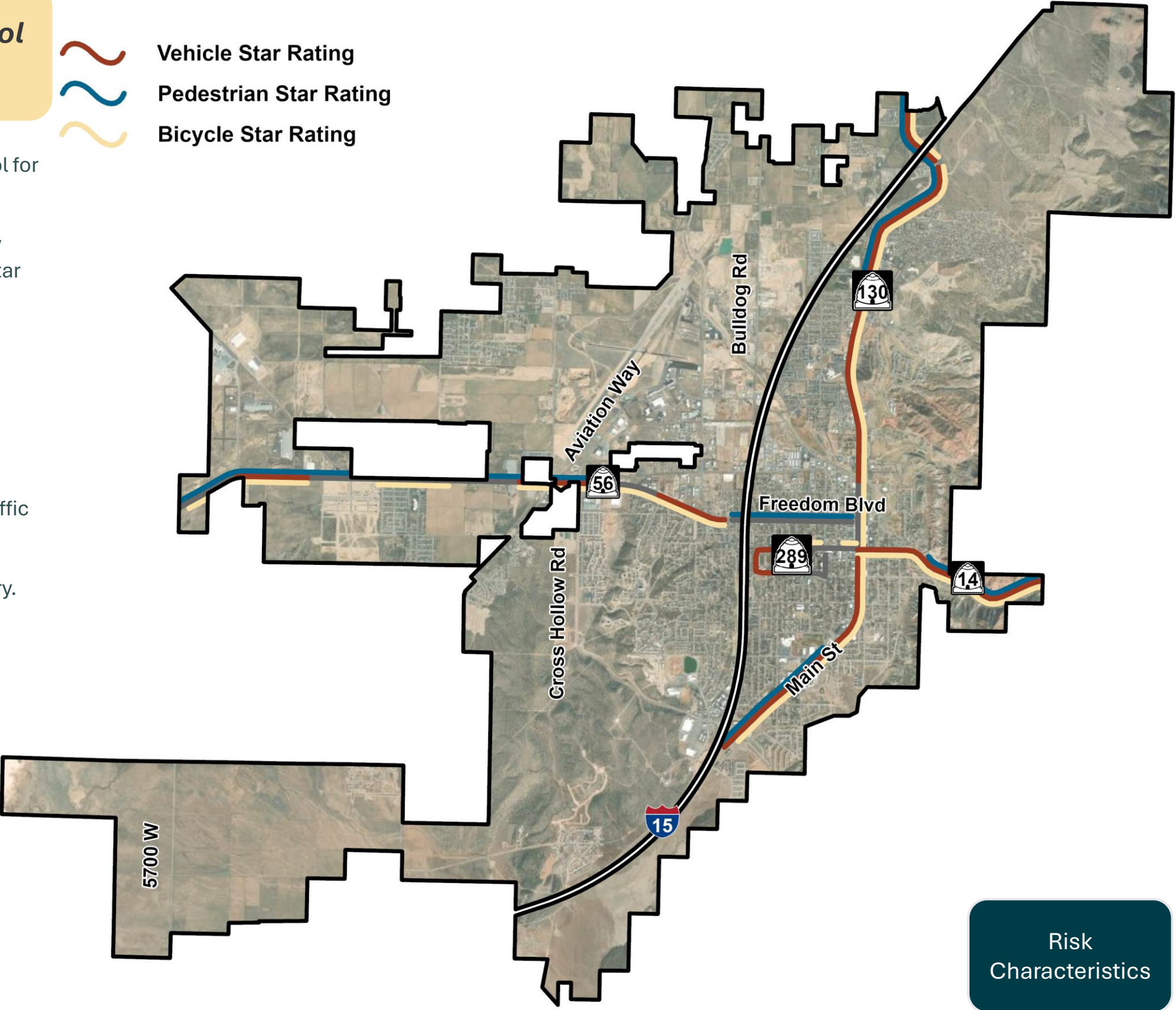
The roadway’s star rating is based on the presence or absence of these design and traffic control features.

**5**-star roadways have the **most** safety-related design and traffic control features. **1**-star roadways have the **fewest** safety-related design and traffic operational features.

Star ratings are assigned for a vehicle , pedestrian, and bicyclist category.

The roadways highlighted in the **usRAP Network** to the right have a star rating of **1** or **2** in the vehicle, pedestrian, or bicyclist category of usRAP ratings.

- Vehicle Star Rating
- Pedestrian Star Rating
- Bicycle Star Rating



Risk  
Characteristics



## Appendix C.

### GFA Workshops #2 Materials



# SAFETY ACTION PLAN FOR ALL IRON COUNTY

## WORKSHOP #2

### Strategies and Projects

February 2025





# Meeting Agenda



Project Updates and Schedule



Safety Improvement Strategies



Best Practices and Policy



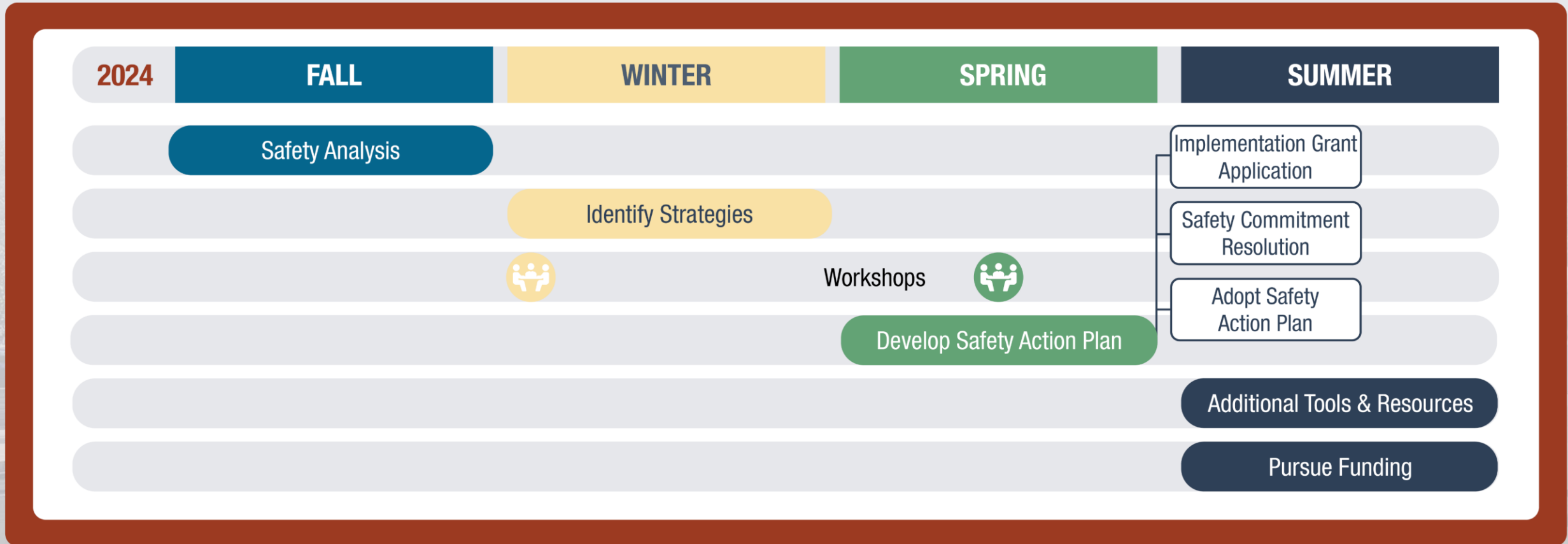
Project Information Sheets



Workshop Activity



# Safety Action Plan Overview

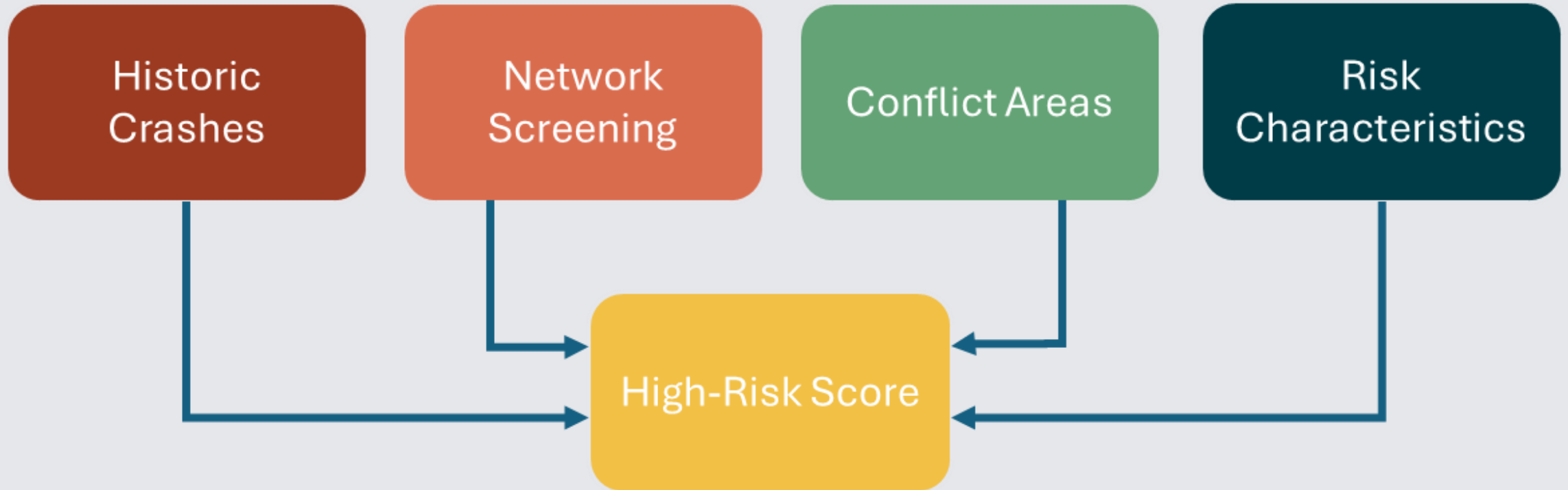




# Geographic Focus Area (GFA) Workshop #1 Overview

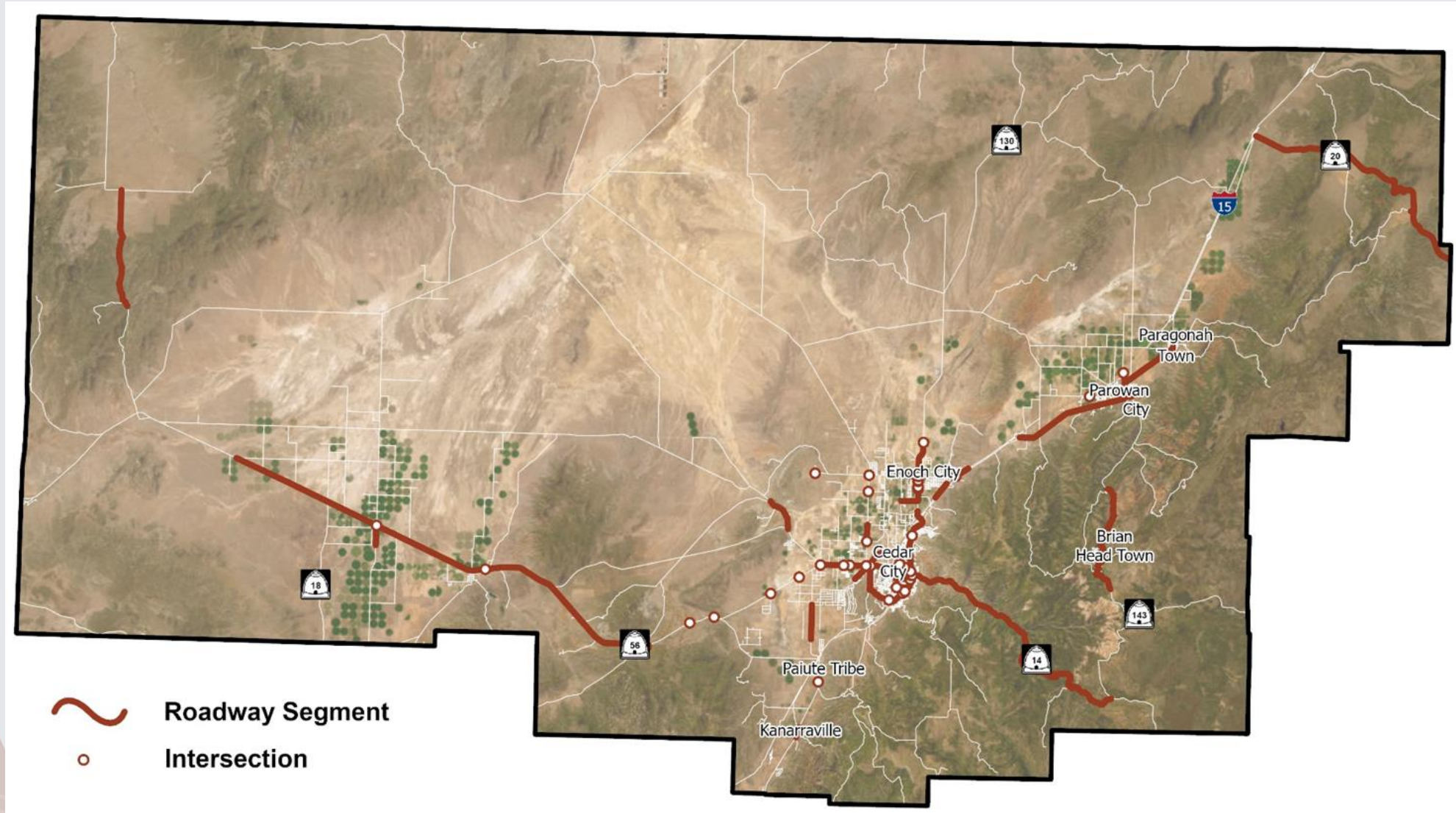


# Safety Analysis





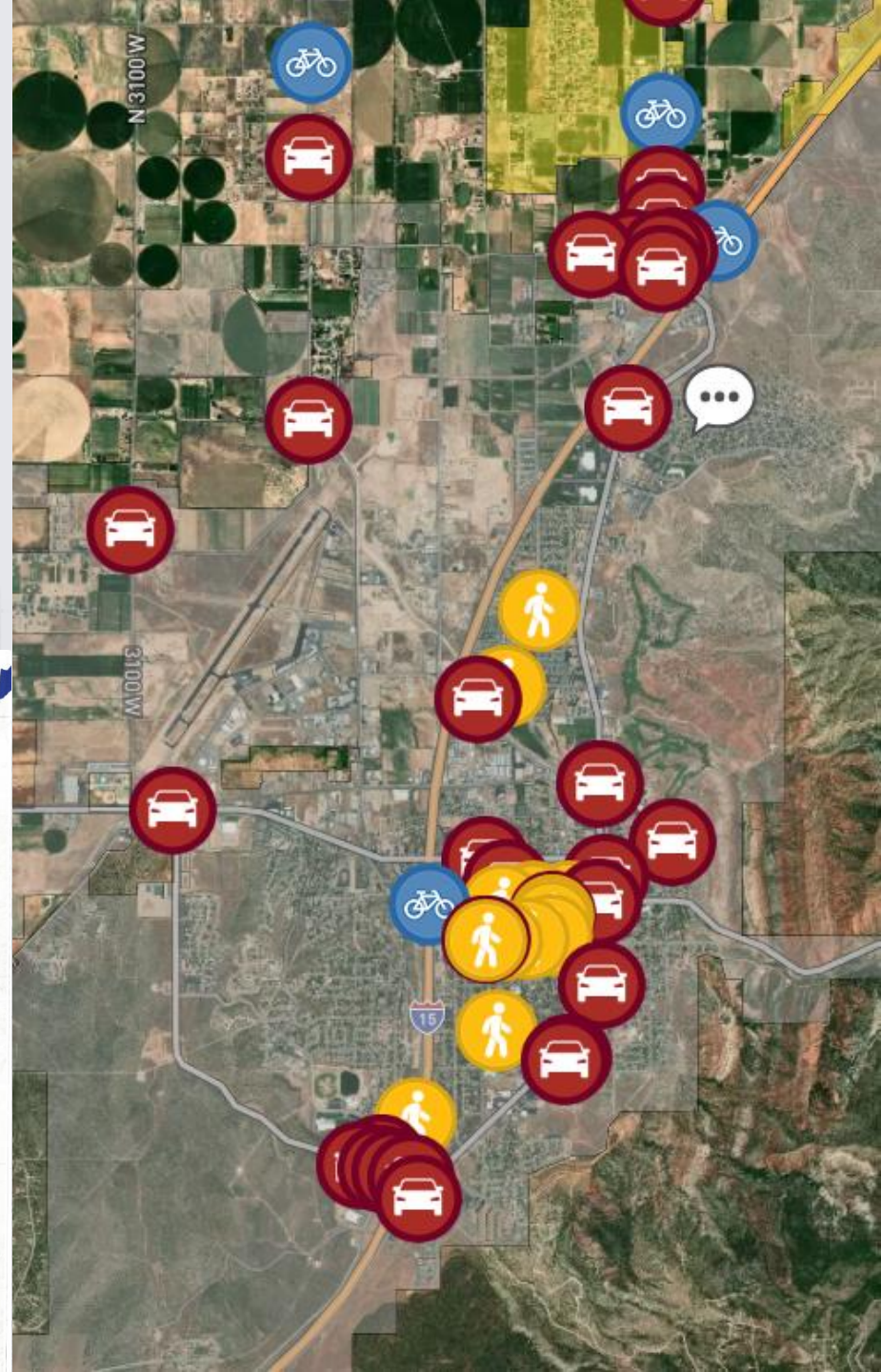
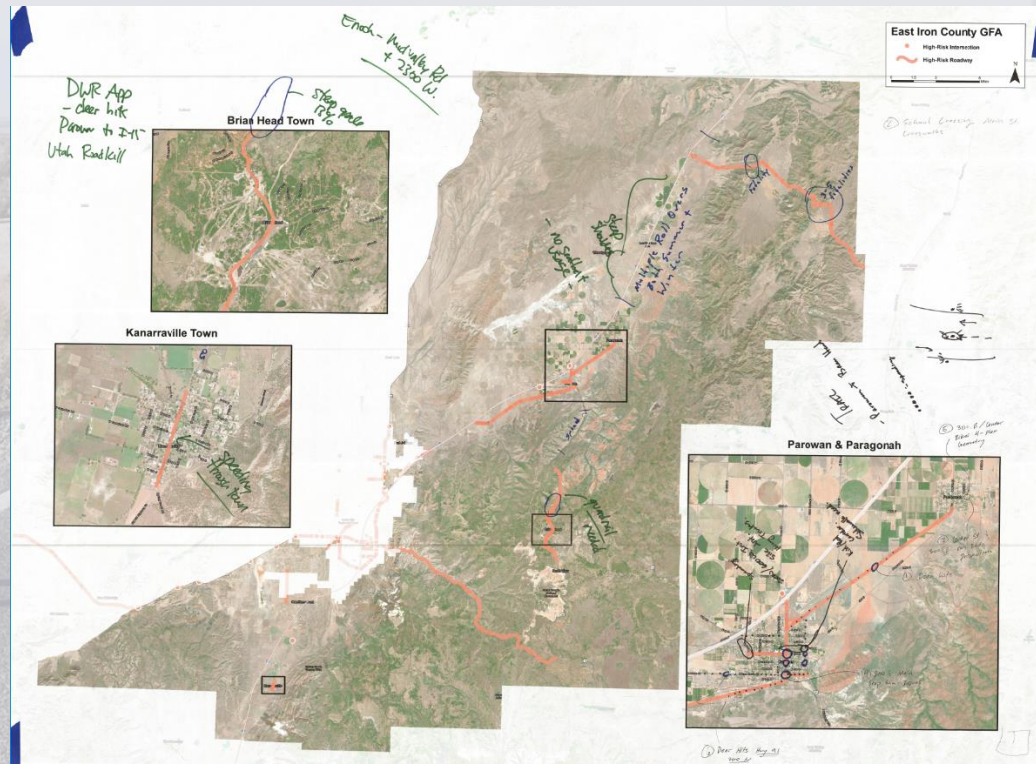
# High-Risk Network





# Community Feedback

- Online/Printed Surveys (374 responses)
- Online Interactive Map (95 comments)
- Workshop #1





# Safety Improvement Strategies





# Sources of Safety Strategies

1. FHWA Proven Safety Countermeasures
2. NHTSA Countermeasures That Work
3. FHWA PEDSAFE and BIKESAFE Systems
4. Crash Modification Factor Clearinghouse
5. Other Safety Action Plans



# Safety Countermeasure Emphasis Areas



## Speeding Strategies

- Variable Speed Limits
- Driver Feedback Speed Limit Signs
- Bulb-outs
- On-Pavement Speed Markings
- Transverse Rumble Strips



## Pedestrian Strategies

- Protected Intersections
- High-Visibility Crosswalks
- Raised Crosswalks
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons (PHB) or HAWK Signal



## Bicyclist Strategies

- Painted Bicycle Lanes
- Buffered Bicycle Lanes
- Bicycle Ramps
- Shared Sidewalk Signs



## Run Off Road Strategies

- Wider Edge Lines
- Edge Line Rumble Strips
- Post-Mounted Delineators
- Shoulder Widening
- Guardrail
- Safety Edge



## Curve Strategies

- Curve Warning Signage
- In-Lane Curve Pavement Markings
- Speed Activated Flashers on Chevron Signs
- Transverse Rumble Strips Prior to Curves
- Retroreflective Strips on Curve Signage



## Intersection Strategies

- Turn Lanes
- Signalization
- Roundabouts
- Signal Visibility Enhancements



# Rural Focus

Rural agencies and communities should consider addressing at least one of four focus areas:

- Roadway Departures
- Pedestrian/Bicyclists
- Intersections
- Speed Management





# Crosswalk Visibility Enhancements



- High-visibility crosswalks can reduce pedestrian injury crashes up to **40%**
- Intersection lighting can reduce pedestrian crashes up to **42%**
- Advance yield or stop markings and signs can reduce pedestrian crashes up to **25%**



<https://highways.dot.gov/safety/proven-safety-countermeasures>



# Rectangular Rapid Flashing Beacons (RRFB)



- RRFBs can reduce crashes up to **47%** for pedestrian crashes
- RRFBs can increase motorist yielding rates up to **98%** (varies by speed limit, number of lanes, crossing distance, and time of day)





# Pedestrian Hybrid Beacon (PHB)



- PHBs can reduce pedestrian crashes up to **55%**
- PHBs can reduce the total number of crashes up to **29%**





# Shoulder Widening on Rural Roads



- Shoulders provide space for:
  - Emergency storage of disabled vehicles
  - Enforcement activities
  - Crash avoiding maneuvers
  - Vehicle recovery (run-off the road)
- Improve vulnerable user accommodations
- Offset from fixed objects





# Wider Edge Lines



- Wider edge lines can reduce crashes up to **37%** for non-intersection, fatal and injury crashes on rural, two-lane roads
- Up to **22%** for fatal in injury crashes on rural freeways
- Wider edge lines have a benefit cost ratio of **25:1** For fatal and serious injury crashes on two-lane rural roads

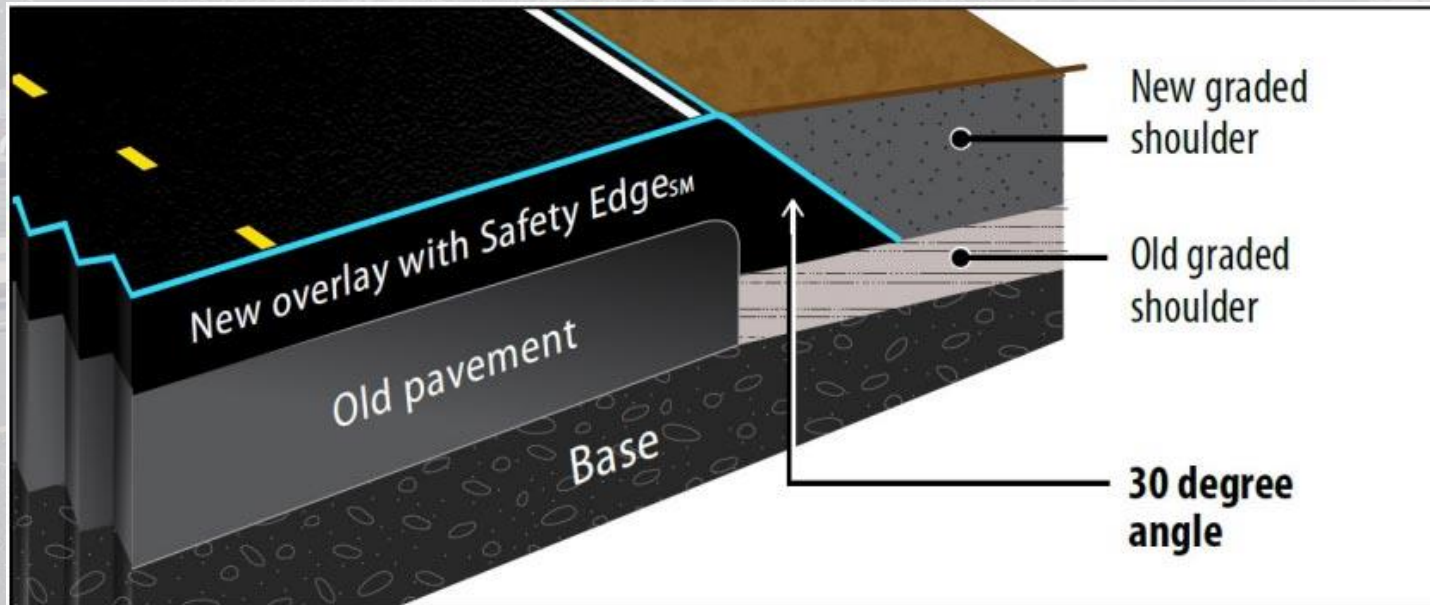




# Safety Edge



- Shapes the pavement edge to eliminate vertical drop off:
  - **21%** reduction in run-off road crashes
  - **11%** reduction in fatal and serious injury crashes
  - **700:1** to **1,500:1** benefit cost ratio





# Rural Safety Countermeasures

Additional strategies to reduce roadway fatalities and serious injuries on rural roadways including:

- Speed Activated Flashers on Chevron Signs
- Transverse Rumble Strips Prior to Curves
- Guardrails





# Countermeasures at Stop Control Intersection



- Up to **27%** reduction of fatal and injury crashes at rural intersections
- Average cost-benefit ratio of **12:1**
- Oversized advance intersection warning signs
- Retroreflective sheeting on signposts
- Enhanced pavement markings
- Clear and grub





# Best Practices and Policy





# SS4A Self-Certification Eligibility Checklist

## A Safety Action Plan must complete 4 of the 6 elements:

1. Leadership Commitment
  - ☒ Governing body publicly commit to a zero fatalities and serious injury goal
2. Plan Development
  - ☒ Committee charged with plan development, implementation, and monitoring
3. Development Activities
  - ☒ Engagement with public and relevant stakeholders
4. Equity
  - ☒ Data-driven, inclusive, and representative processes
5. Policies, Plans, Guidelines, and/or Standards
  - ☒ Assessment policies, plans, guidelines, and/or standards
6. Progress
  - ☒ Description on how progress will be measured over time



# Policy Review

- 17 local and region planning documents
  - General Plans
  - Transportation Master Plans
  - Municipal Codes
- Local discussions
  - Current policies, procedures, standards
  - What may be missing that would help you in your position?



February 2025

## Iron County Safety Action Plan

DRAFT Technical Memorandum #3 - Policy and Process Changes



# Project Information Sheets





# Project Information Sheets

- Project Number
- Location Information
- Key Intersections, identified in the safety analysis
- Project Location

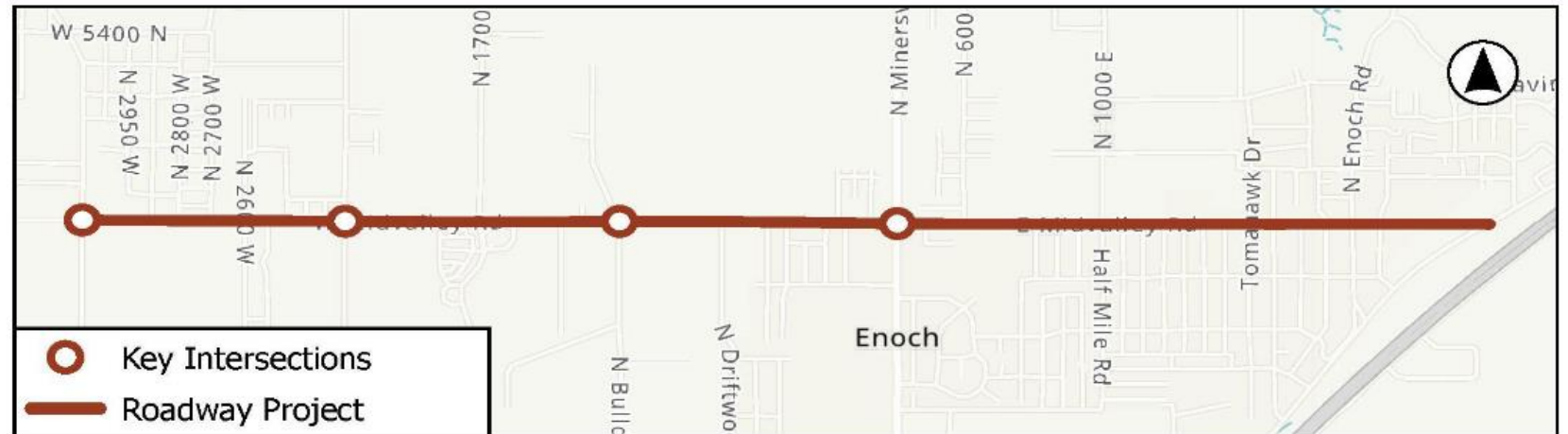


# 8

## Project Information Sheet

**Project Name:** Midvalley Road from Lund Highway to Old Highway 91  
**Roadway Classification:** Major Collector, Federal Aid Route  
**Jurisdiction(s):** Enoch City, Unincorporated Iron County  
**GFA(s):** Enoch City GFA, West Iron County GFA  
**GFA Emphasis Areas:** Safety Restraints, Intersections, Older Drivers  
**Equity Review:** Utah Healthy Places

**Key Intersections:**  
Lund Highway  
2300 West  
Bulldog Road  
SR 130





# Project Information Sheets

- Roadway Characteristics
- Crash History

## Project Information & Safety Analysis Summary

### Roadway Characteristics

Length (miles):	5.14
Speed Limit (mph):	35
Daily Traffic Volume (AADT):	4,014
Lane, Median Type:	2, NA
Number of Key Intersections:	4

### Why was this location identified?

High Crash Network:	✓
High Injury Network:	
Network Screening:	
Conflict Areas:	✓
Risk Characteristics:	

## Roadway Crash History

### Crash Severity (2019 - 2023)

Fatal Crashes (K)	2
Serious Injury Crashes (A)	2
Minor Injury Crashes (B)	1
Possible Injury Crashes (C)	8
No Injury/PDO Crashes (O)	20
<b>Total Crashes</b>	<b>33</b>
<b>Total EPDO Crashes</b>	<b>2,033</b>

### Crash Types

Angle	15
Rear End (RE)	2
Sideswipe (SS)	2
Head On (HO)	1
Left Turns (LT)	3
Roadway Departure (RD)	5
Single Vehicle (SV)	12

### Vulnerable Road Users

Pedestrian (Ped)	-
Bicyclist (Bike)	-

### Emphasis Areas

Speeding (S)	3
Unrestrained (U)	25
Intersection (I)	22



# Project Information Sheets

## Project Information & Safety Analysis Summary

## Roadway Characteristics

<b>Length (miles):</b>	5.14
<b>Speed Limit (mph):</b>	35
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High Injury Network:	
Network Screening:	
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Risk Characteristics:	

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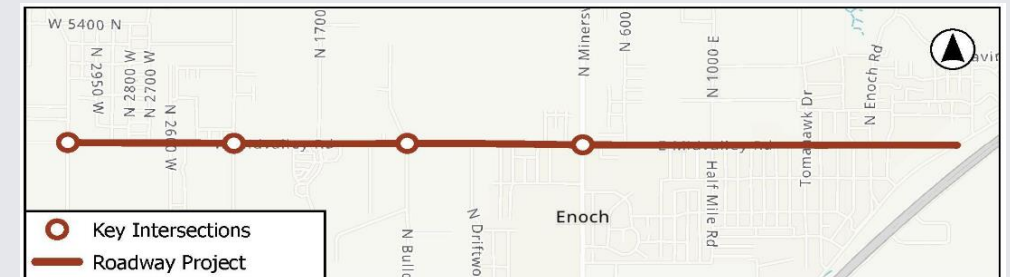
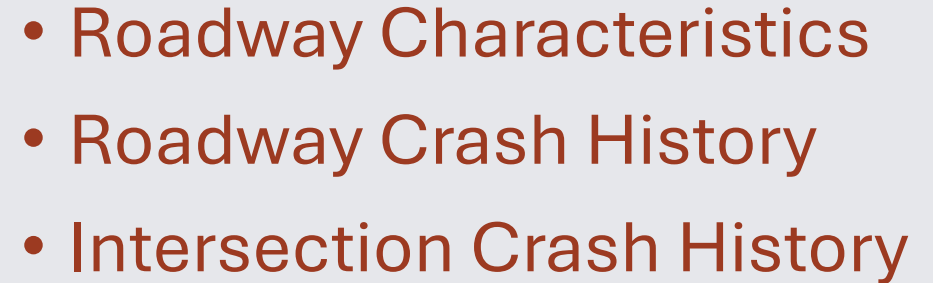
## Crash Types

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Head On (HO)	1
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Single Vehicle (SV)	12

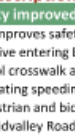
## Vulnerable Road Users

<b>Pedestrian (Ped)</b>	-
<b>Bicyclist (Bike)</b>	-
<b>Emphasis Areas</b>	
<b>Speeding (S)</b>	3
<b>Unrestrained (U)</b>	25
<b>Intersection (I)</b>	22

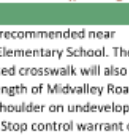
## Key Intersection Crash History

[illegible]



- 

**SAFETY ACTION PLAN**  
FOR ALL IRON COUNTY




# 8

### Project Description


#### How is safety improved?

This project improves safety on Midvalley Road and provides pedestrian and bicycle facilities. Driver feedback speed limit signs are recommended near Horseshoe Drive entering Enoch from Old Highway 91 and on either side of Midvalley Road around Deer Valley Drive/ Three Peaks Elementary School. The existing school crosswalk at Wagon Wheel Drive is recommended to be upgraded to a raised, enhanced visibility crosswalk. The raised crosswalk will also assist in mitigating speeding in the school area. A combination of sidewalk and paved 2 foot shoulders is recommended along the length of Midvalley Road to provide pedestrian and bicycle facilities. The project estimate includes sidewalk segments connecting existing sidewalk and paved shoulder on undeveloped sections of Midvalley Road. Intersection lighting is recommended at the intersection with Lund Highway and potentially an All-Way Stop control warrant or signal warrant. It is recommended to refresh pavement markings on the entire project, with emphasis toward the clear center lines. Systemic stop-controlled intersection improvements should be considered at 2300 West and Bulldog Road intersection, including upgraded stop signs.


*This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.*



Crosswalk  
Visibility  
Enhancements



Walkways



Stop-Controlled  
Intersection  
Systemic  
Countermeasures

Opinion of probable construction cost				
Roadway Improvements	QTY.	Unit	Unit Price	Item Cost
Install Driver Feedback Speed Limit Signs	3	EACH	\$ 10,000	\$ 30,000
Install Raised Crosswalk	1			\$ -
Install 6 ft. Sidewalk (both sides of roadway)	1.00	MILE	\$ 634,000	\$ 634,000
Install 2-Ft Paved Shoulder (both sides of roadway)	2.20	MILE	\$ 298,000	\$ 655,600
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Intersection Improvements</b>				
Install Intersection Lighting	1	INT	\$ 31,000	\$ 31,000
Systemic Low-Cost Countermeasures at Stop-Control Intersection (signage and striping)	2	INT	\$ 4,000	\$ 8,000
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
			Improvements Subtotal:	\$ 1,358,600
<b>Local Match<sup>1</sup>:</b>	<b>20%</b>		<b>\$ 485,000</b>	
4. Taward S54A Implementation Grants				
				Mobilization: (% +/-) <sup>1</sup> 10% \$ 75,000
				Traffic Control: (% +/-) 5% \$ 67,930
				Items Not Estimated / Contingency: (% +/-) 30% \$ 407,580
				Estimated Construction Cost: \$ 1,909,110
				Preconstruction Engineering/Design 12% \$ 229,093
				Utilities <sup>2</sup> \$ -
				ROW <sup>2</sup> \$ -
				Construction Engineering/Management 15% \$ 286,367
				<b>Estimated Project Total<sup>3</sup>: \$ 2,425,000</b>

1. Mobilization is 10% +/- of the subtotal with a minimum of \$2,500 and a maximum of \$75,000

2. To be evaluated during feasibility study/design

3. The cost estimates in this document are for comparison purposes only. Actual project costs will vary. A more detailed assessment may suggest additional safety strategies that could be considered.



# Case Study Projects

In addition to the location specific project sheets. Typical improvements at common locations that could be implemented at similar characteristics will include:

- Intersections
  - Signalized
  - Unsignalized
  - Skewed approaches
  - Turn lanes on and off a 2-lane, high-speed roadway (SR 56, SR 130, etc.)
- Roadways
  - 2-lane, high-speed
  - 3-5 lanes with a two-way left-turn lane
  - Local streets



# Interactive Workshop

Review tabletop maps and project information sheets

- Are these your highest priority safety locations?
- Do the suggested countermeasure make sense for your area?
  - What would you add or remove?
- Are there other safety improvements that may be applicable?
  - Are there improvements you feel could be implemented in multiple areas?
- What education/outreach tools do you have available, or do you need?



# Project Website

## IronCountySafetyPlan.com

- Interactive map for feedback and comments on projects or locations
- Access documents



# Next Steps

- Provide feedback via the project website
- Continue dialogue with elected officials
  - Prepare to support a Regional Safety Commitment Resolution
  - Prepare for local match requirements



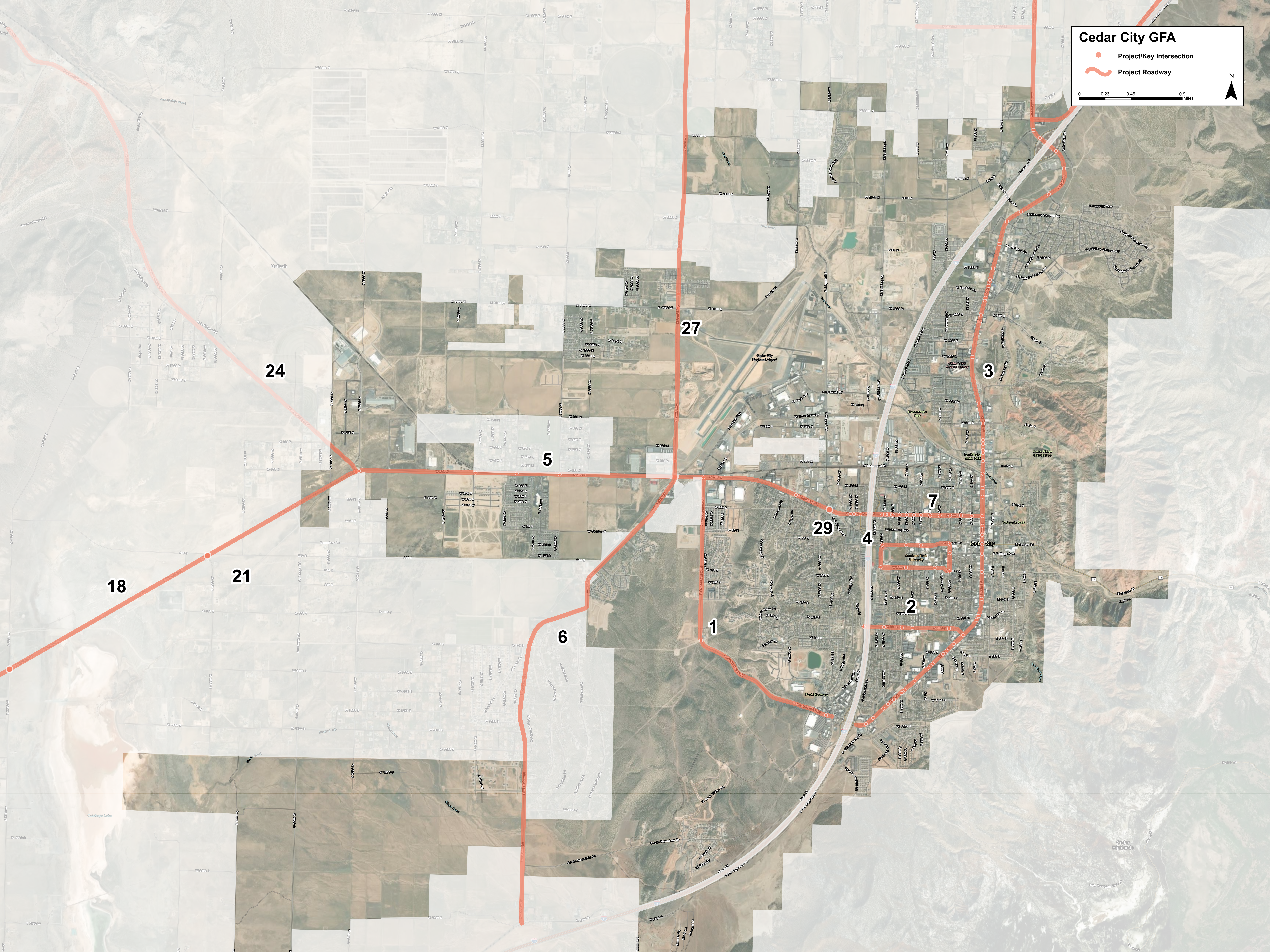
**For additional information or questions, please  
contact:**

**Rich Wilson  
rwilson@ironcounty.net  
435.477.2373**

**Eric Sweat  
eric.sweat@kimley-horn.com  
385.831.2008**





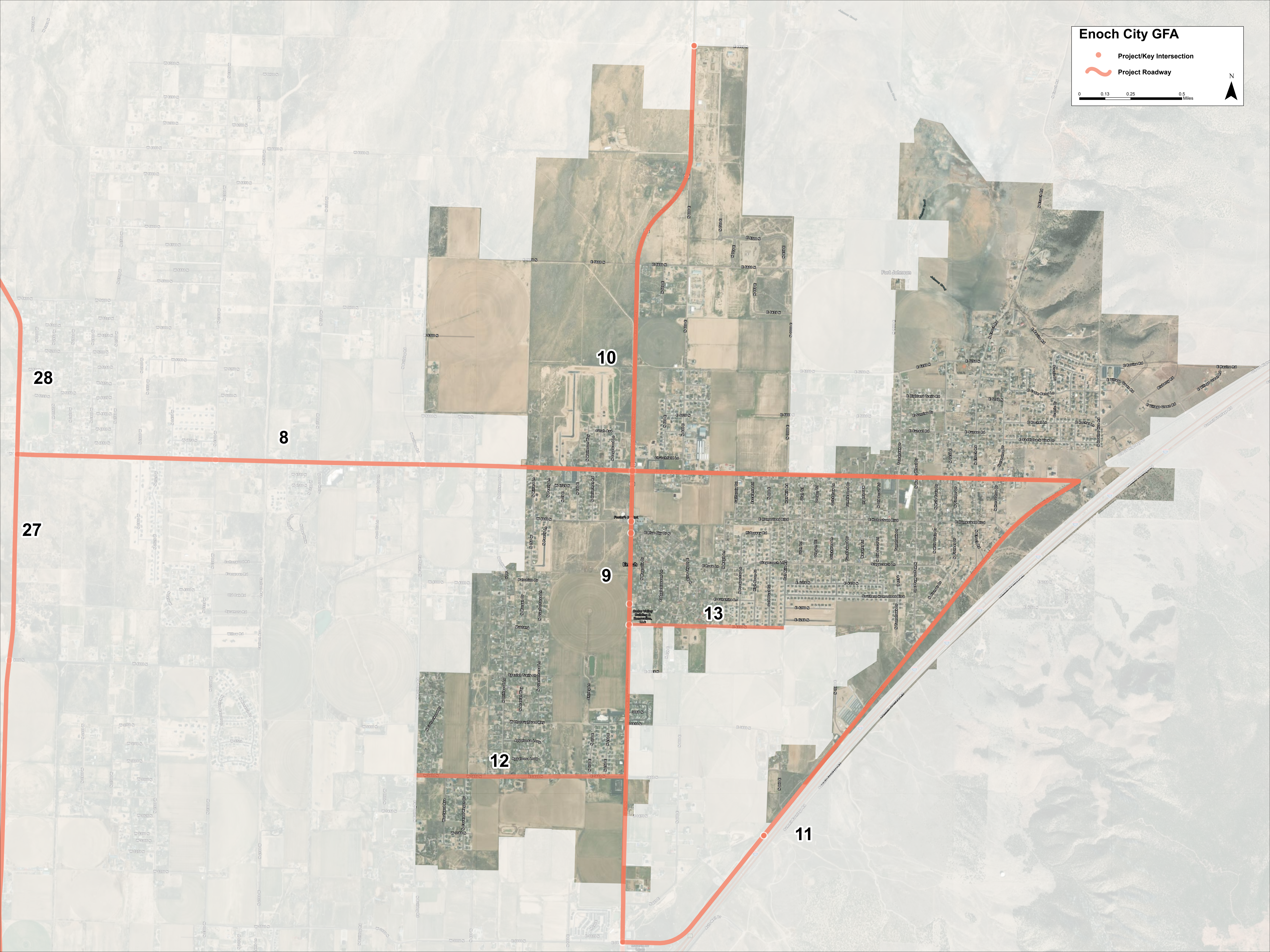




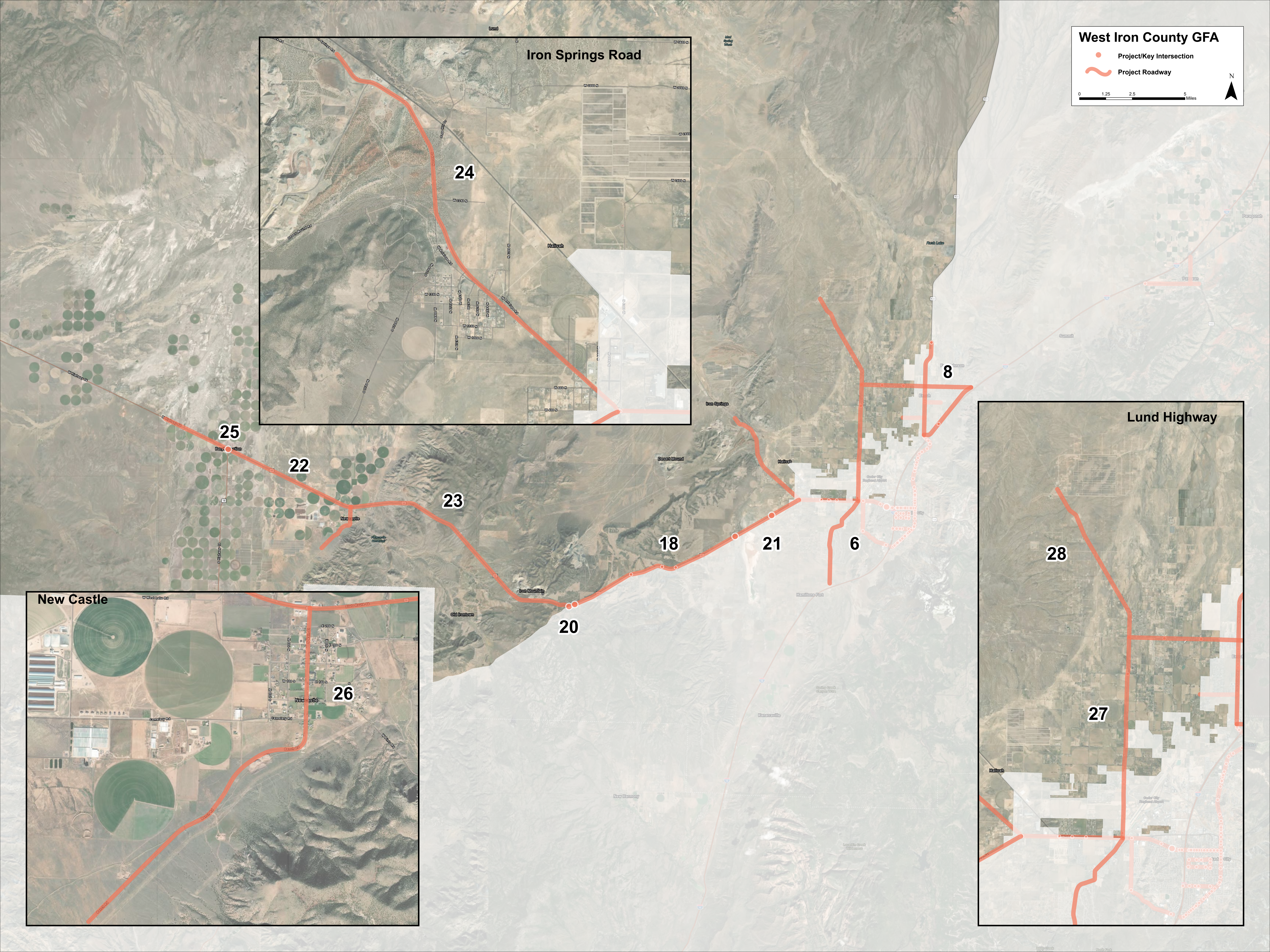
Enoch City GFA

- Project/Key Intersection
- Project Roadway

0 0.13 0.25 0.5 Miles









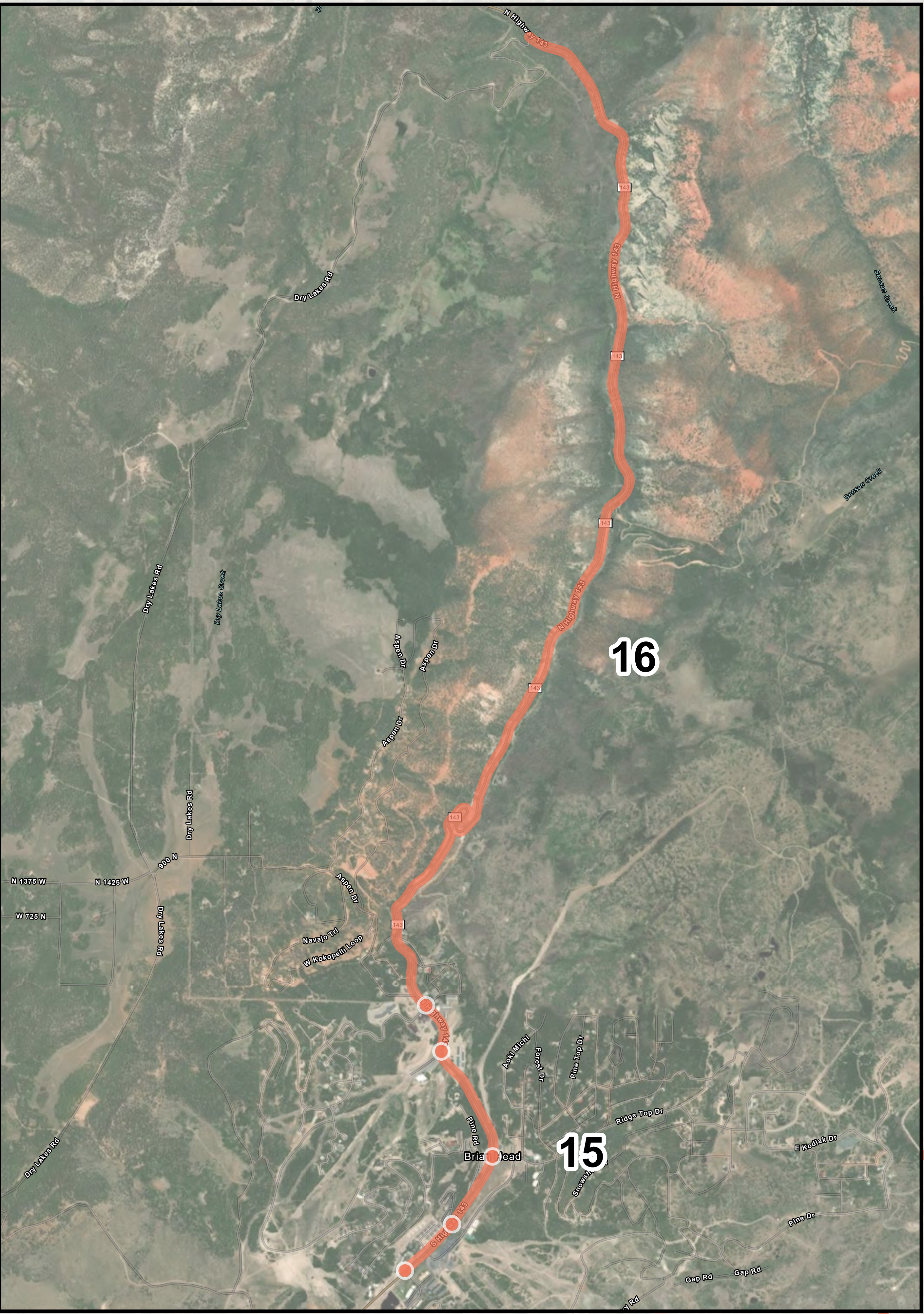
East Iron County GFA

- Project/Key Intersection
- Project Roadway

0 1.25 2.5 5 Miles



Brian Head Town



14

Parowan



10

8

11

21

6

18

20



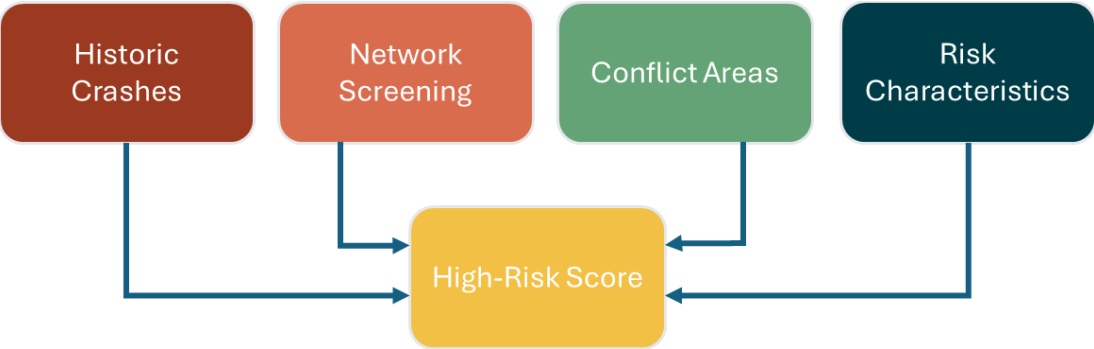


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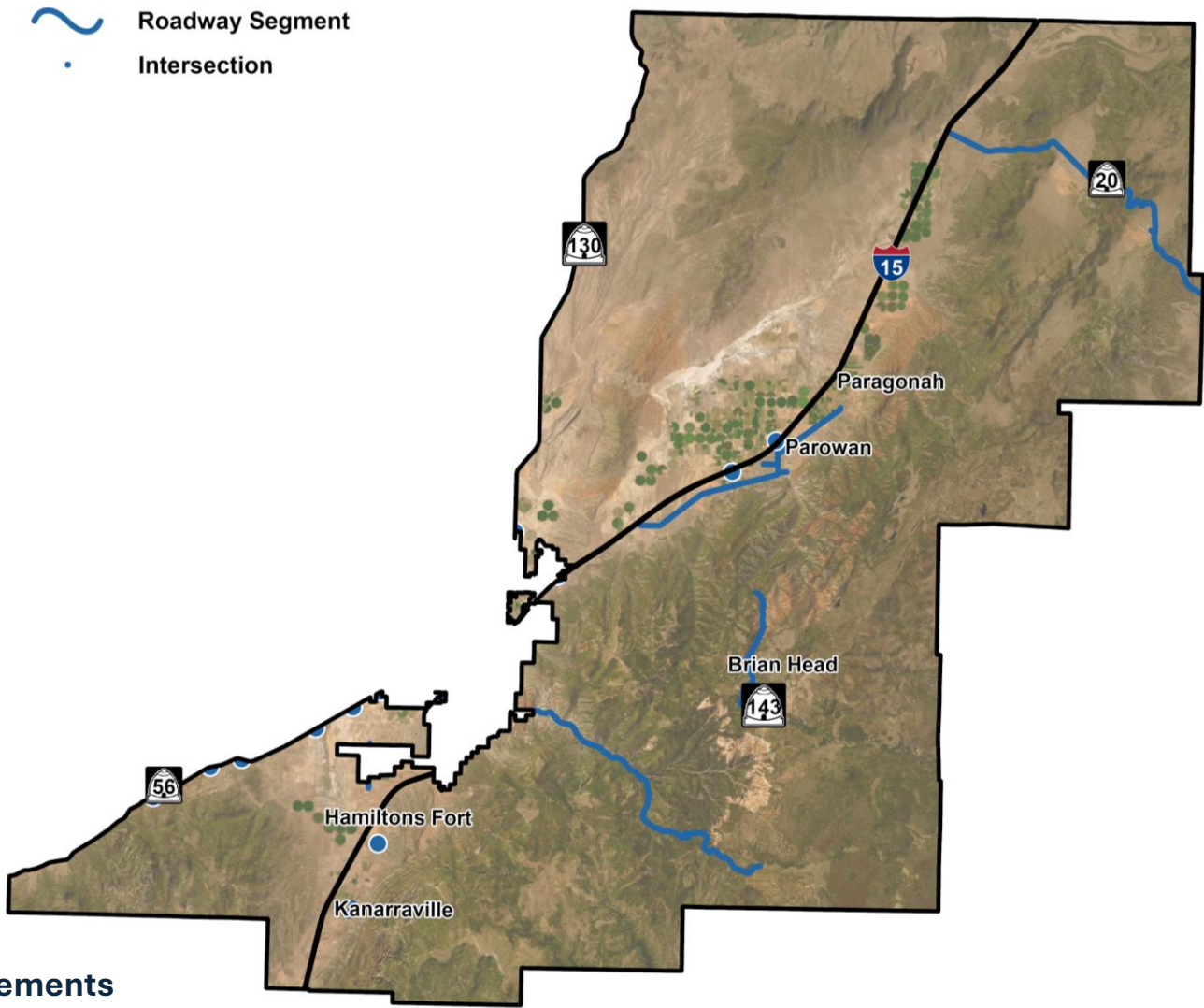
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### Safe System Approach Elements

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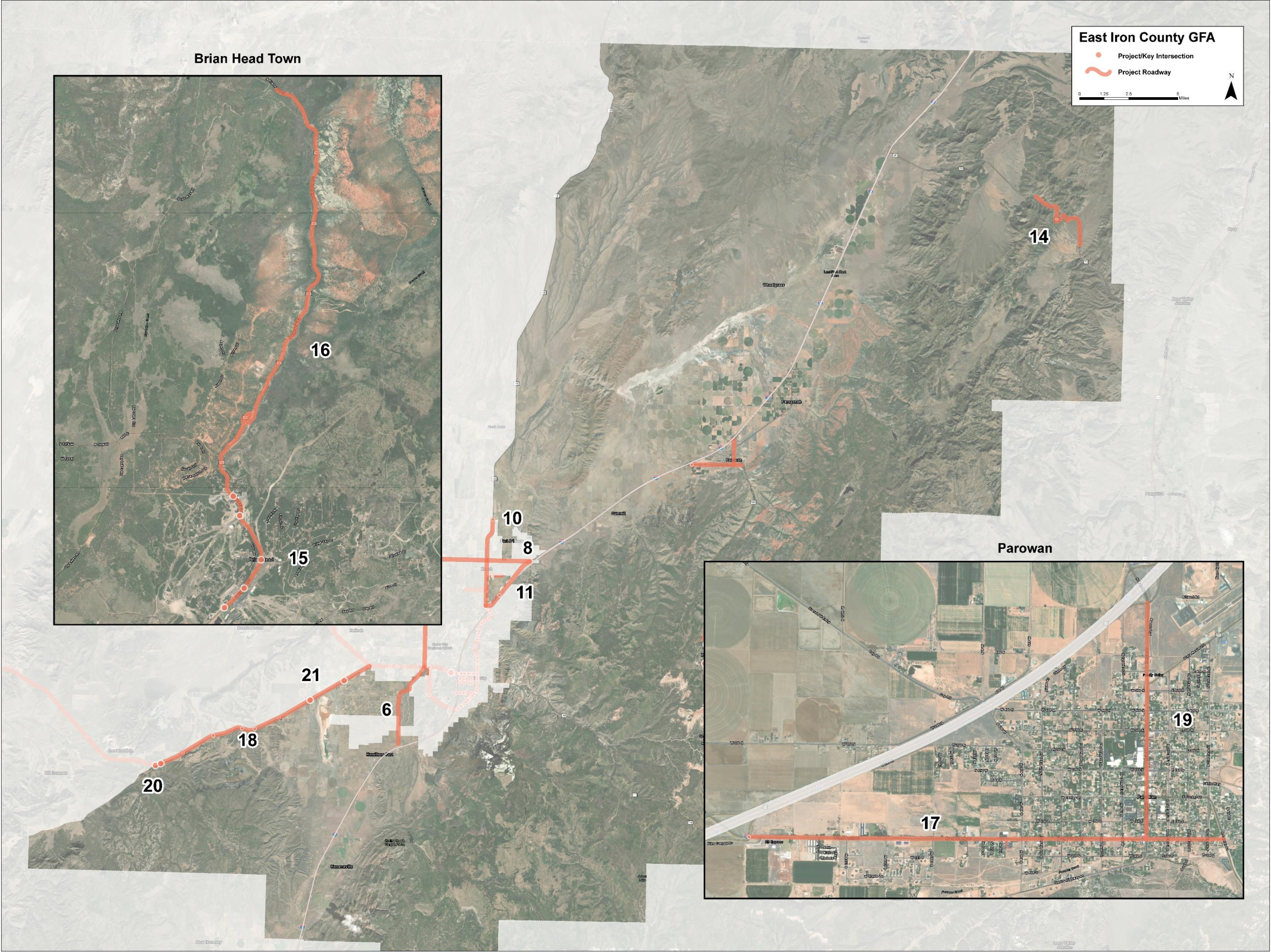


# PROJECT LOCATIONS

# EAST IRON COUNTY GFA



Project Number	Project Location
6	Westview Drive from SR 56 to 2700 South
8	Midvalley Road from Lund Highway to Old Highway 91
10	SR 130 from Midvalley Road to 6400 North
11	Old Highway 91 from SR 130 to Midvalley Road
14	SR 20 from Burnt Peak Road to Bear Valley Road
15	Brian Head, SR 143 Intersections
16	SR 143 from Dry Lakes Road to Vasels Road
17	200 South from I-15 to SR 143
18	SR 56 from Iron Springs Road to Comstock Road
19	Main Street (SR 274) from I-15 to 200 South (SR 143)
20	SR 56 Mountainous intersection (Comstock, Pinto)
21	SR 56 Rural Local Intersections (7700 West)





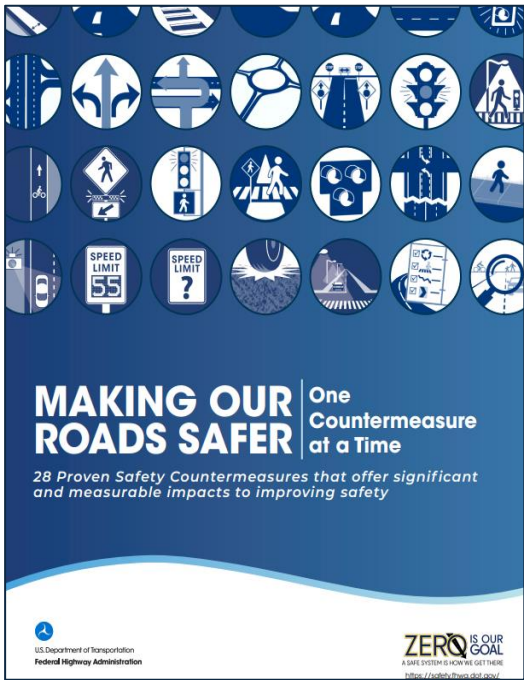
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- Probable costs



**Speeding Strategies**

- Variable Speed Limits
- Driver Feedback Speed Limit Signs
- Traffic Calming- Bulbouts
- On-Pavement Speed Markings
- Transverse Rumble Strips



**Pedestrian Strategies**

- Protected Intersections
- High-Visibility Crosswalks
- Raised Crosswalks
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons (PHB) or HAWK Signal



**Bicyclist Strategies**

- Painted Bicycle Lanes
- Buffered Bicycle Lanes
- Bicycle Ramps
- Shared Sidewalk Signs



**Run Off Road Strategies**

- Wider Edge Lines
- Edge Line Rumble Strips
- Post-Mounted Delineators
- Shoulder Widening
- Guardrail
- Safety Edge



**Curve Strategies**

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**Intersection Strategies**

- Turn Lanes
- Signalization
- Roundabouts
- Signal Visibility Enhancements



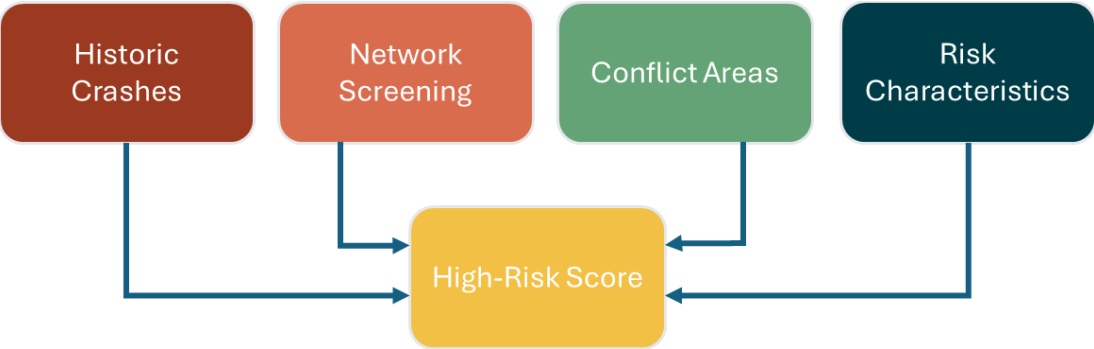


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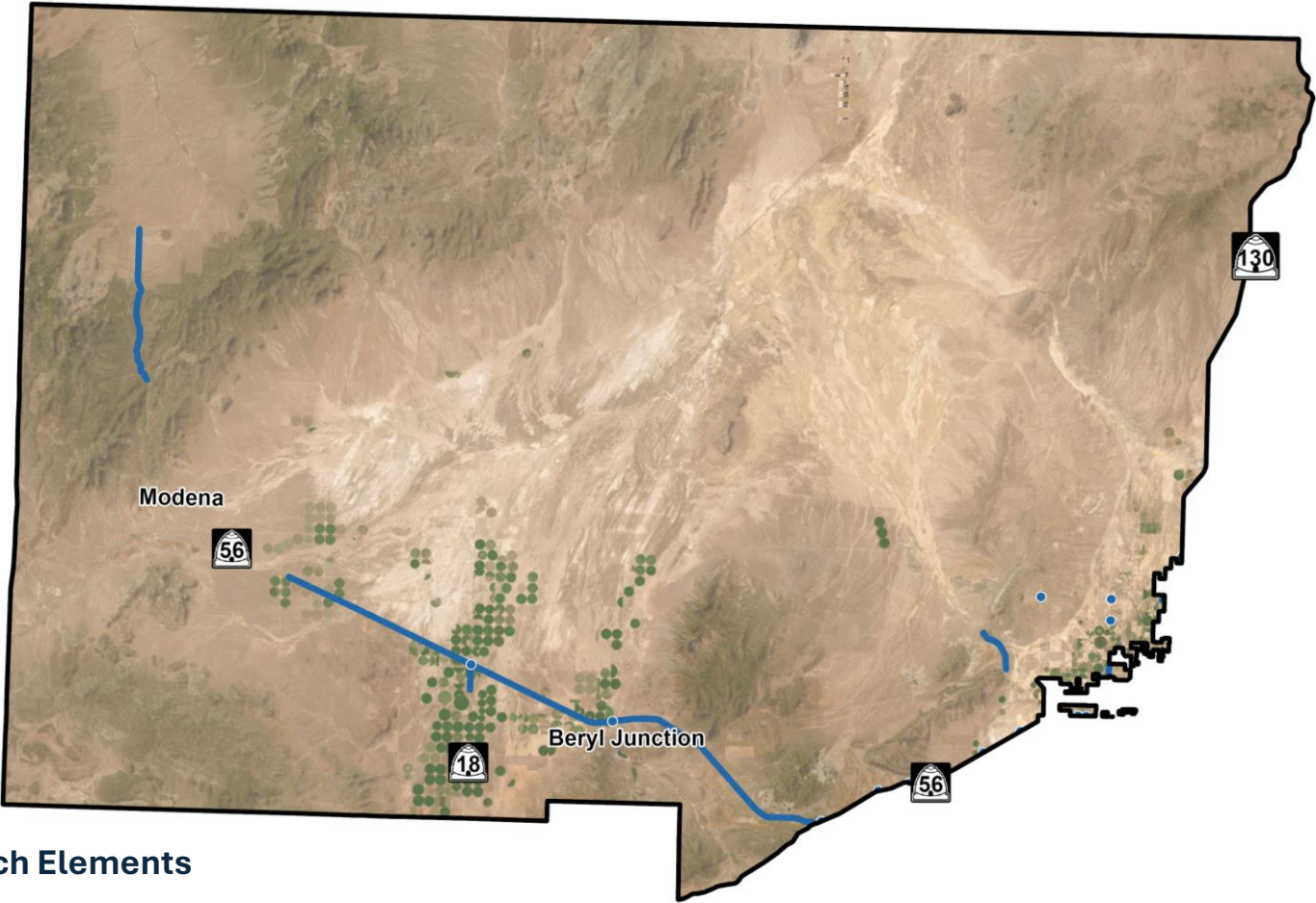


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Roadway Segment  
Intersection



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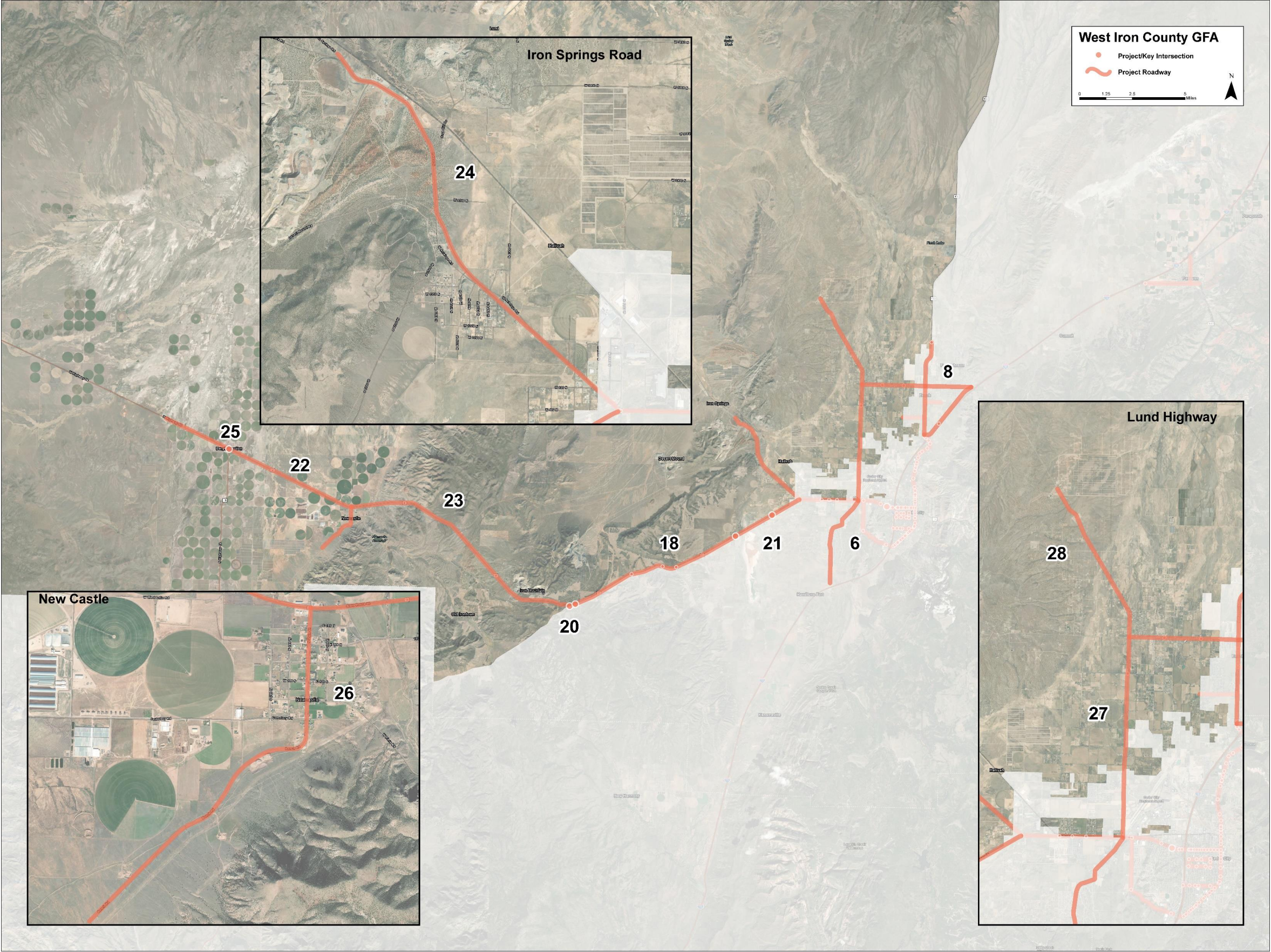


# PROJECT LOCATIONS

# WEST IRON COUNTY GFA



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23	SR 56 from Comstock Road to Main Street (New Castle)
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# SAFETY STRATEGIES

# WEST IRON COUNTY GFA



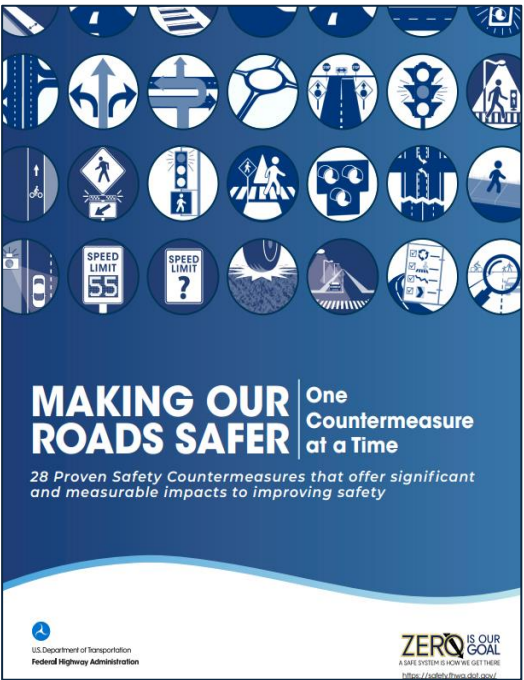
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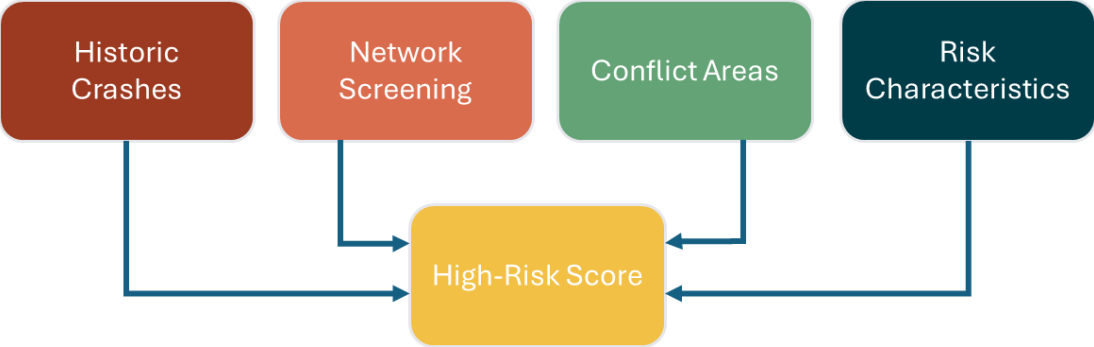


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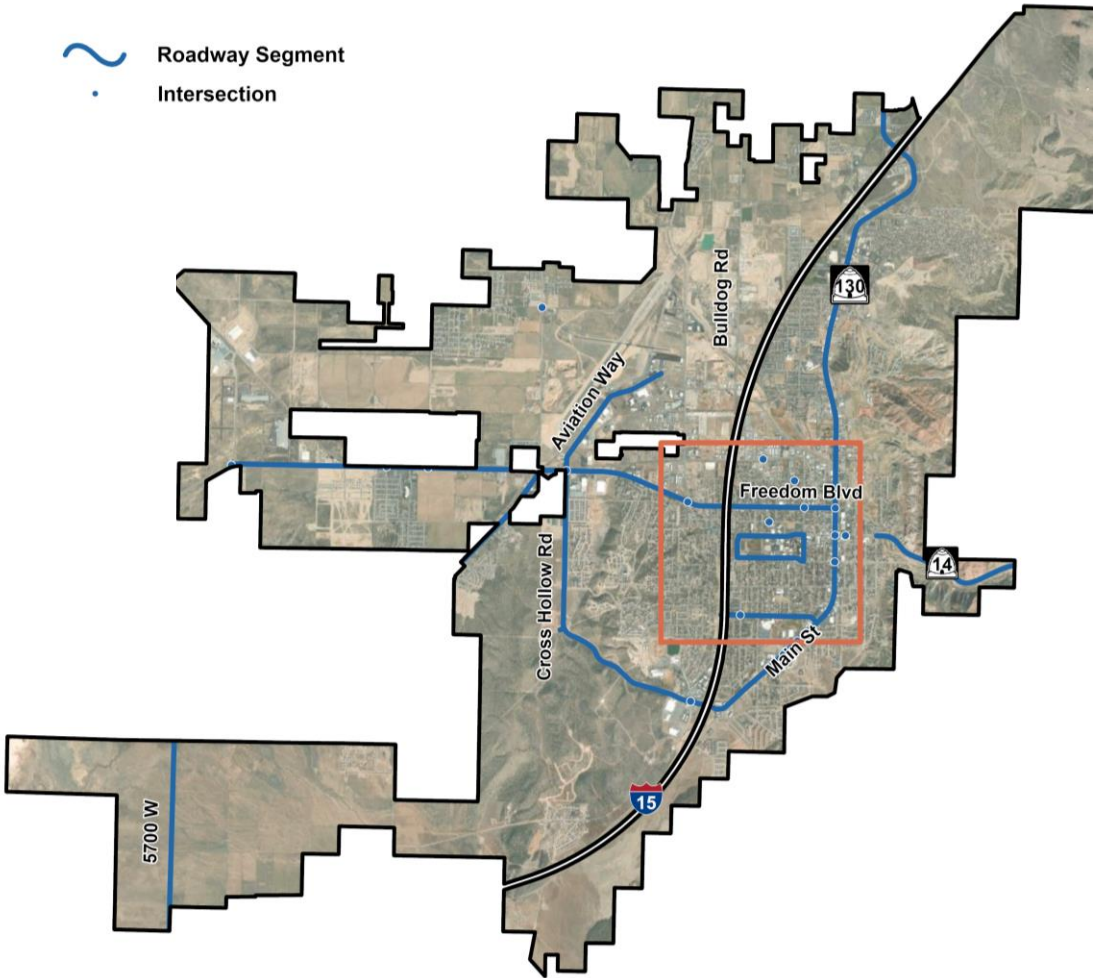
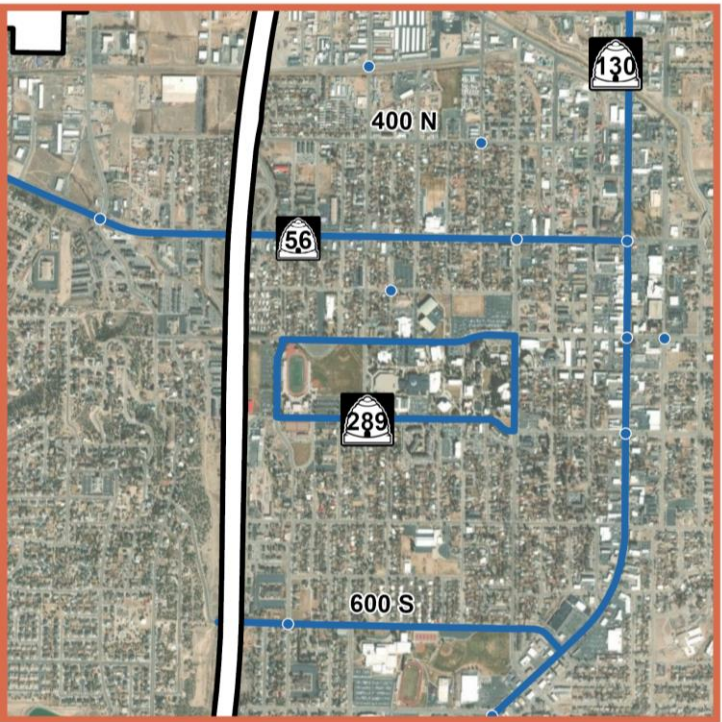
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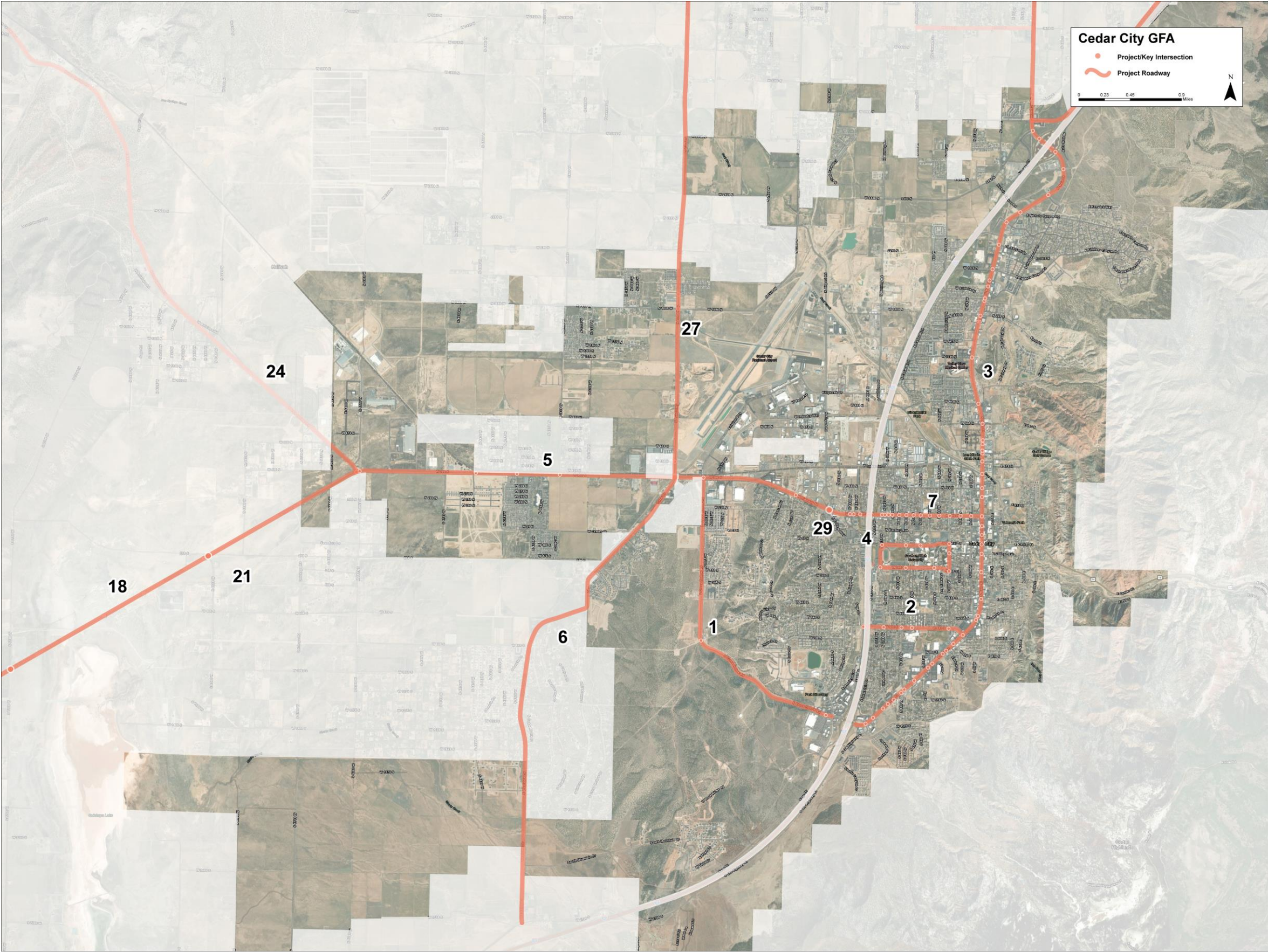


# PROJECT LOCATIONS

# CEDAR CITY GFA



Project Number	Project Location
1	Cross Hollow Road from SR 56 to Royal Hunte Drive/Providence Court Drive
2	600 South from Sage Drive to Main Street (SR 130)
3	Main Street (SR 130) from 3000 North to South I-15 Interchange
4	SUU Loop
5	SR 56 from Iron Springs Road to Airport Road
6	Westview Drive from SR 56 to 2700 South
7	SR 56 from Airport Road to Main Street (SR 130)
18	SR 56 from Iron Springs Road to Comstock Road
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24	Iron Springs Road from SR 56 to Comstock Road
27	Lund Highway from SR 56 to Midvalley Road
29	SR 56 and Airport Road Intersection





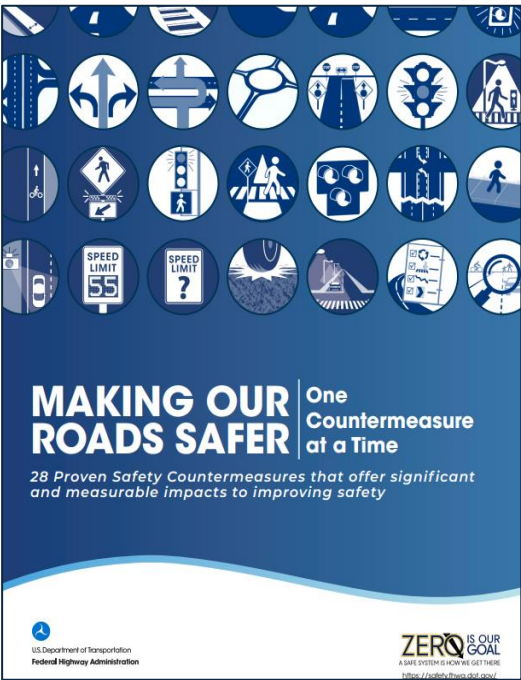
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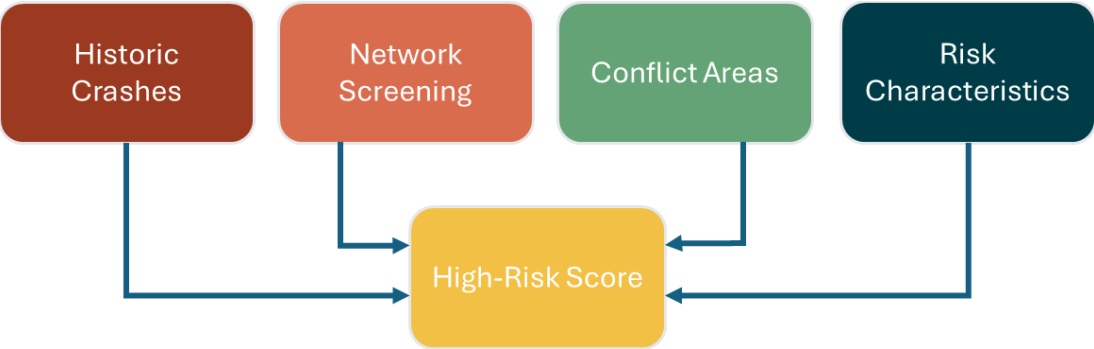


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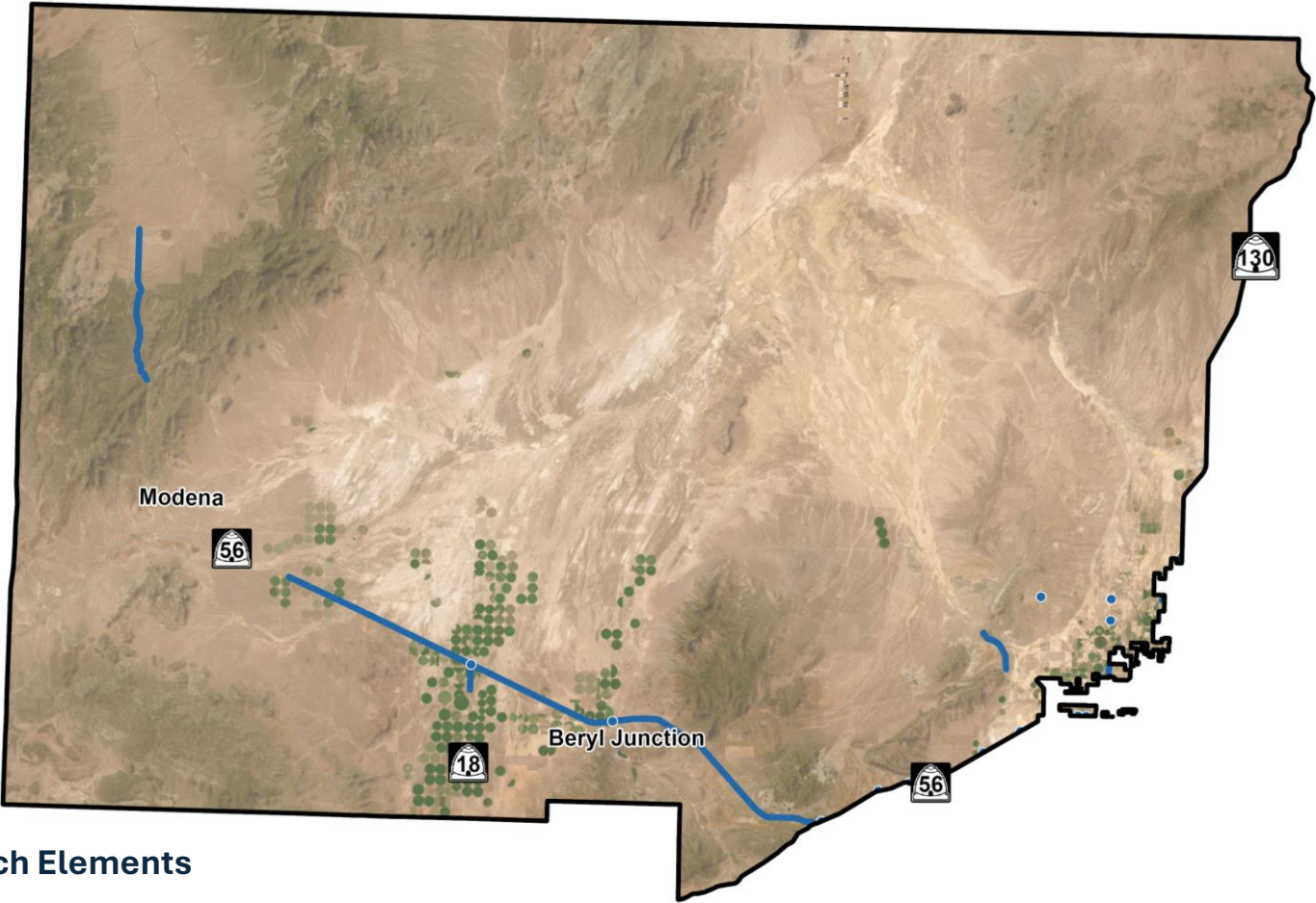


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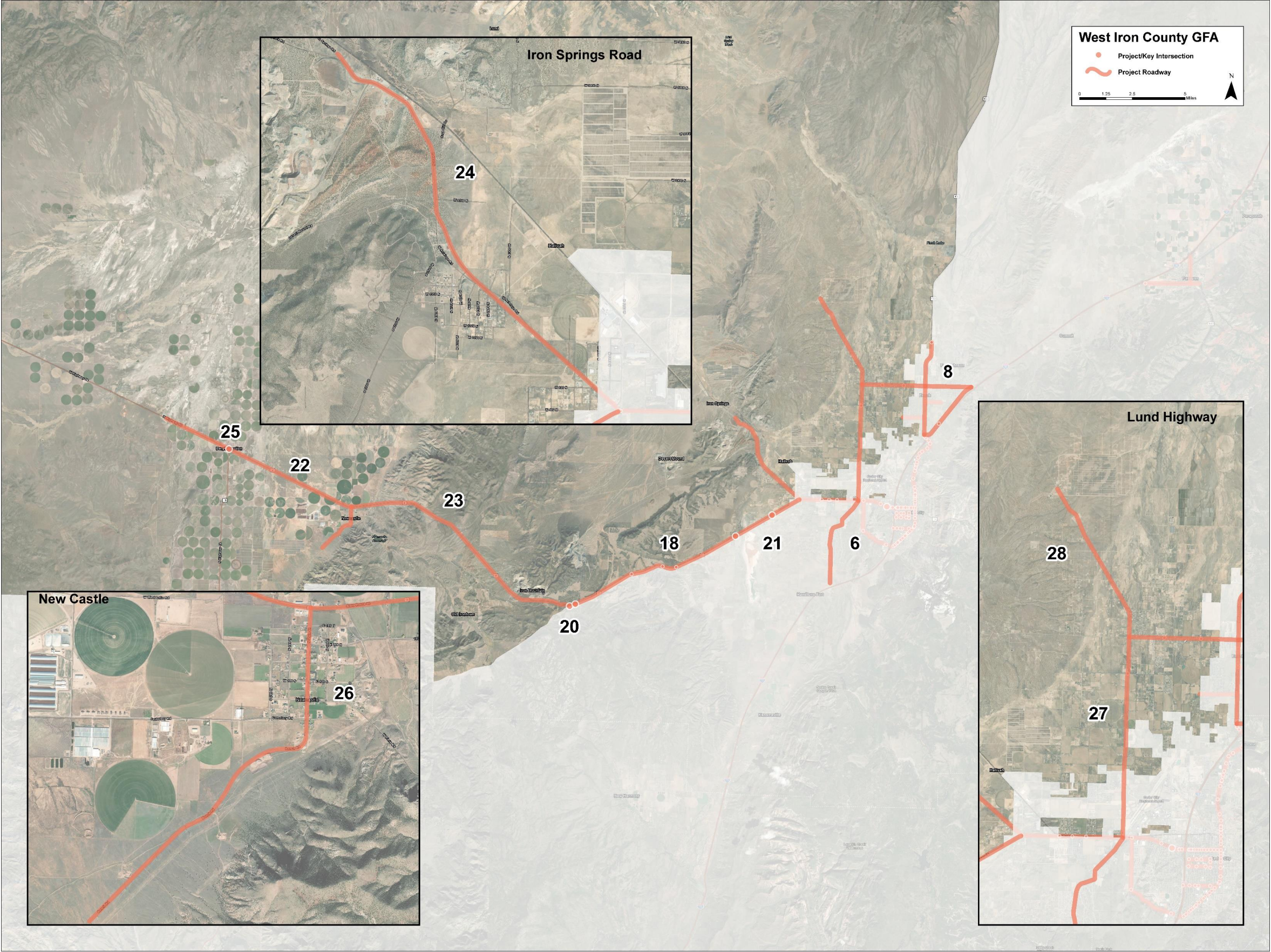


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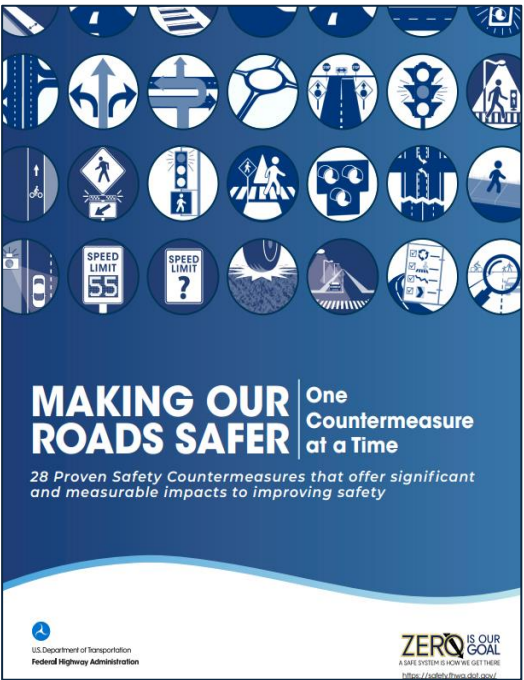
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## Intersection Strategies

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## Takeaways:

### GROUP PROJECT NUMBERS

- Interest expressed for a pedestrian/school crossing case study project
  - 600 South in Cedar City, Parowan Main Street, Paragonah Main Street, and Kanarraville Old Highway 91
- Rural curve countermeasures were frequently discussed, including flashing/dynamic chevrons and enhanced delineation
- Updating 2 ft shoulder recommendations where cyclists are present to 4 ft shoulders
- Where shoulder widening is not possible the recommendation is to lessen the slope of the existing shoulder/roadway
- Stop controlled intersection issues included not yielding, shooting the gap, and limited sight distance.
  - Signal warrants along SR 56 from Iron Springs to Airport Road
  - All way stop warrant at Lund Highway and Midvalley Road
  - Realigning skewed intersections
- Turn lanes, climbing lanes, and acceleration/deceleration lanes to separate vehicles from the main travel lanes
  - Turn lanes off of SR 56 and other major streets
  - Climbing lanes on SR 56 through the canyon
  - Acceleration/deceleration lanes around the Pinto and Comstock intersections with SR 56
- General consideration should be taken for school buses, industrial vehicles, and emergency responders.

## Workshop Notes:

### Cedar City:

- Issues of fire trucks at intersections
- Concerned about emergency preemption at signaled pedestrian crossings
- Concerns with the school areas, network of sidewalk and trails
  - Crossing Main Street at 1045 North, near the medical clinic, 1925 North/Fiddlers Canyon, 2200 North
- Cyclist expressed concerns with shoulders vs bike lanes etc.
- Center Street & 100 West current crossing bad
- School crossing at 820 South and along 860 West
- Concerns on Cross Hollow at the major turn
- Opening a new widening project on Industrial Road from Airport Road to 400 West
- 1925 North school crossing for the neighborhoods, existing tunnel, fragmented sidewalk, kids walking, crossing northbound under the freeway
  - “Other locations” Sidewalk gaps or filling gaps projects
- Increased traffic at SR 56 intersections: 4050 West, 4200 West, 4500 West
- Signalize 4500 West
- Iron Springs intersection really wide, lots to cross



- Vehicles using the SR 56 west bound TWLTL to speed and illegally pass
- Crossing at Center Street at the mouth of the canyon
- 600 West highlighted from 400 North to Harding Road
  - “Other locations” School crossing case study

#### **East Iron County:**

- Email project sheets to Brian Head
- Packets were given to Molly (Parowan Mayor)

#### **West Iron County:**

- Rural curves on SR 18 near Bob Hope, 3-4 access on the curve
  - Access to two lane high way location case study
- WB climbing lane on SR 56 just west of Bumble Bee (Mouth of the canyon), Woolseys
- Lots of speeding and illegal passing

### **Project Notes:**

1. Cross Hollow Road
  - a. Be more clear about the location of where the countermeasures are recommended
  - b. Medians instead of centerline rumble strips
2. 600 South in Cedar City
  - a. Extend project around the high school, along 860 West to Main Street
  - b. Include 855 South and 800 South
3. Main Street in Cedar City
  - a. 600 South signalized
  - b. Fir Street, lots of issues
  - c. 400 South people avoid because it is not signalized
  - d. 860 South, buses making right turns and making everyone slow down
  - e. Include a school area project like #3 for Parowan, Enoch, Kanarraville crossings
4. SUU Loop
  - a. Continue SR 289 to the canyon
  - b. Include context about the incoming roundabout
  - c. Include other undergoing projects
6. West View
  - a. Revise to match cross sections
  - b. Sinusoidal rumble strips instead of grooved
8. Midvalley Road in Enoch
  - a. All Way Stop warrant at Lund Highway
  - b. Equal traffic on Midvalley and Lund Highway, potentially more traffic on the side street (Midvalley)
  - c. In support of driver feedback speed limit signs
  - d. Change 2 ft shoulder to 4 ft shoulder
  - e. “Low” on the list of concern, but may get including in a county wide “school area” type case project



- f. Mentioned a high cost of the High visibility crosswalk (with RRFB)
  - g. Mentioned drainage issues and utility conflicts for the potential curb and gutter for both sides of the roadway
  - h. There is currently a crossing guard
  - i. Potential TWLTL?
- 9. SR 130: 3000 North to Midvalley Road
  - a. This is in the works
  - b. 12 ft separated side path on one side and 6 ft sidewalk on other
  - c. Remove edge line rumble strips, eventual 5 lane cross section and homes
  - d. Tentative on highway lighting -REMOVE
  - e. Remove bicycle lane? - LEAVE
- 10. SR 130: Midvalley Road to 6400 North
  - a. Update speed limit
  - b. Deceleration lanes at 5600 North, development driven
  - c. Look into “quiet” rumble strips that are louder in the vehicle than outsides - SINUSODAL
- 11. Old Highway 91
  - a. Crossing at the water tank and recreational area mentioned, but not sure if they want to invite pedestrians to cross there - ADD
  - b. Expected growth with the ice rink, vet museum, and new housing units
  - c. Add Heather Hue as a skewed intersection - IGNORE
  - d. Enoch road corrected? Sign moved to square up the approach, looks fixed remove
  - e. Lots of bicyclists – ADD PATH
  - f. Update 2 ft shoulder to 4 ft shoulder
  - g. Portion of 91 to be repaved next year
  - h. Walking path on the west exists
  - i. ROW needed to widen
- 12. 3600 North in Enoch
  - a. This road used for the prep school buses
  - b. Update 2 ft shoulder to 4 ft
  - c. Already has a path most of the way but is needed on the west (?) side - IGNORE
- 13. 4200 North
  - a. Include SR 130 intersection, hard to turn onto SR 130
  - b. Need turn lanes? – LEAVE AS IS
  - c. “Something doesn’t work here” – vehicles in the right turn lane block the view for vehicles on the minor street
  - d. Growth expected with new developments to the south
  - e. Add a comment or community check mark to the information sheets
- 15. Brian Head Intersections
  - a. Brian head to expand visitors from 300K to 1 million
- 16. SR 143 to Brian Head
  - a. Really good support for the flashing chevrons
- 17. 200 South (SR 143) in Parowan
  - a. Cut the project short at Main Street



- b. Sidewalk project already in the works from the Grace Church to 1000 West (spring)- remove but note
- c. 3<sup>rd</sup> South ped bridge crossing
- d. Look into the 3<sup>rd</sup> East and SR 143 intersection?
- e. Need better traffic counts in the winter during peak ski season
- f. Remove 6 ft sidewalk on both sides, south side already has sidewalk and north side to have a path eventually
- g. Look into a crossing location near the hotel
- h. Speed limit study?
- i. Highest priority is finishing the south side of the sidewalk
- j. Second priority is widening the lanes
- k. Third priority is finishing the north side, filling the irrigation ditch for a shared path
- l. KEEP EVERYTHING ADD NEW FRONTAGE ROAD INTERSECTION BY THE PAROWAN SIGN

18. SR 56: Iron Springs to Comstock

- a. Bus stop just east of Bumble Bee Drive
  - i. Viki's
  - ii. In front of the Beryl Fire Department
  - iii. 2400 West, past the junction
  - iv. Bus stopping in the lanes still and not pulling over
- b. Make sure shoulders aren't too steep
- c. Pave a pull out near the rock-climbing area
- d. Additional deer signage
- e. Support turn lanes at Bumble Bee, EBR, WBL
- f. WB passing lane around MP 38
- g. WB passing lane MP 36
- h. Reduce the number for centerline rumble strips (present on most of the roadway)
- i. Additional "intersection ahead" signage

19. Main Street in Parowan

- a. Extend to 300 South
- b. Ped bridge in final design
- c. Look at the center street and the 3<sup>rd</sup> East intersections? Ped activity with the pool and park
- d. Include the intersection with 274
- e. Add a Kanarrville crossing on 91 (townhall, post office, and park), include speed limit feedback signs (SB existing)
- f. Add Paragonah ped crossing
- g. Systemic pedestrian crossing project
- h. Look at including more crossing south of Center Street
- i. Look into the UDOT Rural policy check list????
- j. Check for speed limit studies
- k. Turning main Street into a "Pedestrian Mall" high ped zone, 274 to Paragonah
- l. 100 East lost of ROW, Push Active transportation improvements to 100 East?
- m. 300 East lots of ROW, speeding issues

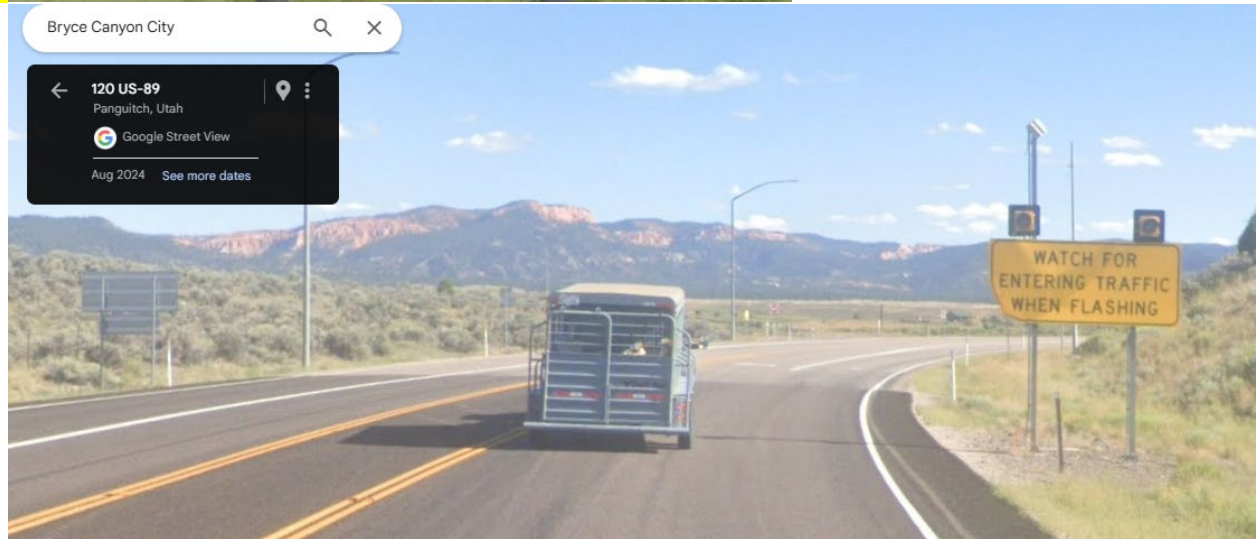


- n. ADD CROSSING TO 100 and 200 SOUTH
- 20. Comstock and Pinto Intersection
  - a. Rename the project
  - b. Deceleration lanes into Pinto (residential), EBR, AND EB Acceleration – turn lane cost
  - c. Shift change at mines cause issues
  - d. Blind turn at Pinto and drainage issues, causing ice problems
  - e. Right turn into Comstock
  - f. Acceleration lane leaving Comstock, EB acceleration, WBR
- 21. 7700 West and 6300 West intersections – Remove make a case study
  - a. More traffic at 7700 West
  - b. 6300 West is already square
  - c. Use 5700 West as an example for turn lanes and signs off of SR 56
  - d. 6450 West also an example
- 22. SR 56: around Beryl Junction
  - a. No missing fatalities within the last 5 years
  - b. Noted very steep shoulders, update 2 ft shoulder to 4 ft
- 23. SR 56: Comstock Road to Main Street (New Castle)
  - a. Address county wide turn lanes, curve improvements, rural highway improvements
- 25. Beryl Junction
  - a. Close calls almost monthly from people trying to close the gap
  - b. EBR onto SR 18, flat, good sight distance
  - c. Need shoulders
  - d. Move stop bars so people can pull far enough forward - ADD
  - e. Cyclists on the road
  - f. Bike races
  - g. Main way to Enterprise
  - h. Remove intersection lighting, already there? KEEP
  - i. Maybe remove the transverse rumble strips on the minor approaches? REMOVE
  - j. Intersection ahead or activated blinking intersection signage RIAWS look for a cost? only detect on Beryl
  - k. Asked to check out the S curve by Bob Hope area, 3-4 access roadways on the curves (2 miles south of the junction)
  - l. School ahead signage
  - m.





n.



26. Main Street – Bench Road in New Castle

- a. Striping
- b. High speeds
- c. Animal related crashes
- d. There is existing lighting at 300 South, not sure on if it is adequate

27. Lund

- a. All way stop warrant at Midvalley
- b. Add signal warrant in additional



## Appendix D.

### Interactive Map Data



Description	Photo Caption	Category	Replies	Map Layer	Created On	Lat	Lng
The Brush on this corner is blocking the view of drivers. It would be nice to get it cleared for obvious safety reasons	N/A	Vehicle Safety	N/A	Jurisdictions	1/13/25	37.882349126948	-112.830049700547
We love that the path here get us out of the traffic for a bit. We would really appreciate if there were a paved connection back onto the road.	N/A	Bicycle Safety	N/A	Jurisdictions	1/14/25	37.6630439311607	-113.103002887729
A bike path that could get us from this point To the bike path, just north of Walmart would be super helpful. Going through this whole interchange on a bike is pretty risky. It would be a traffic route to be able to circle the city from the bike path on the east benches, past the Walmart traffic, And then continuing down cross Hollow and then continuing just east of the airport	N/A	Bicycle Safety	N/A	Jurisdictions	1/14/25	37.6528809352126	-113.080050916527
Crossing this bridge on a bike with traffic is precarious. A separate path that could join up with Bike path would be wonderful	N/A	Bicycle Safety	N/A	Jurisdictions	1/14/25	37.6945809258819	-113.073782385872
This roadway is too narrow to Support safe biking. A bike lane from Cedar to Newcastle would be very appreciated	N/A	Bicycle Safety	N/A	Jurisdictions	1/14/25	37.6382972276844	-113.262942332004
This 4-way stop has terrible visibility with parked cars and seldom do drivers actually stop and pay attention. It has high traffic in the day and speeding and low visibility at night.	N/A	Pedestrian Safety	N/A	Jurisdictions	1/30/25	37.67888424785	-113.073885027129
Every winter, cars coming down this hill and around the bend end up slipping and sliding into the ditch or even onto the campus. Even more so when they have to stop for the pedestrian crossing ahead. The area needs more traffic calming, both for this reason and pedestrian safety.	N/A	Vehicle Safety	N/A	Jurisdictions	1/30/25	37.6742072231039	-113.068405689038
Find the traffic engineer that times the lights up in Salt Lake City for 6200S/Redwood and pay him good money for a week's worth of work and fire whoever came up with this sorry excuse of a signal pattern.	N/A	Vehicle Safety	N/A	Jurisdictions	1/30/25	37.6544516842702	-113.08236362571
Iron Sps Road from "Y" to Shooting Range turn-off, needs bike/jogging lane	N/A	Pedestrian Safety	N/A	Jurisdictions	11/20/24	37.6922163056956	-113.172293623739
Iron Springs Rd - need turning lane at business and subdivisions	N/A	Vehicle Safety	N/A	Jurisdictions	11/20/24	37.6926330700328	-113.172869682311
Lund Highway - needs biking and jogging lane.	N/A	Bicycle Safety	N/A	Jurisdictions	11/20/24	37.7791934478931	-113.113774709084
From SR 56 to Kanarraville, needs bike/jogging lane	N/A	Bicycle Safety	N/A	Jurisdictions	11/20/24	37.663111676552	-113.170514138137
Pedestrians Cross without a crosswalk here. Risking themselves and Drivers.	N/A	Pedestrian Safety	N/A	Jurisdictions	11/20/24	37.6756698346686	-113.066875620074
Crosswalk present. Pedestrians are not stopping to wait for cars to come to a stop. They are pressing the crosswalk light as they are walking, and this can cause accidents. Pedestrians should press the light and wait for when it is safe to cross.	N/A	Vehicle Safety	N/A	Jurisdictions	11/20/24	37.6762279451132	-113.066919355814
Bicycles should not be aloud on State Highways, Especially hwy 14. There are may narrow and blind spots. Its only a matter of time before someone on a bike or in a car are seriously injured.	N/A	Bicycle Safety	N/A	Jurisdictions	11/20/24	37.6738348214952	-113.027414589217
Old Hwy 91 from Cedar to Summit is in horrible condition. its very rough. Its worse when there is water on the road way because of the rutting in the road not allowing the water to sheet off. The subgrade needs to be improved and then paved or chip seal.	N/A	Vehicle Safety	N/A	Jurisdictions	11/21/24	37.784196418491	-112.978085957409
Hwy 130 needs to be 2 lane. The traffic is increasing. and getting more and more congested.	N/A	Vehicle Safety	N/A	Jurisdictions	11/21/24	37.7341683203822	-113.055270076657
Need street lighting at this intersection and along Highway 56 to Cedar.	N/A	Vehicle Safety	N/A	Jurisdictions	11/21/24	37.6848379694036	-113.161990129687
I often encounter cyclists on Hwy 91 and it is incredibly nerve wracking to drive with them because there is no shoulder. I have often considered the possibility of biking to work, but the thought of biking along this road honestly frightens me out of it. I wish there was some way to expand the shoulder to accommodate cyclists.	N/A	Bicycle Safety	N/A	Jurisdictions	11/21/24	37.7323694702426	-113.049594968868
Dangerous intersection. Vehicles block intersection, so opposing traffic at green lights can't go through. Lights need to be sequenced better.	N/A	Vehicle Safety	N/A	Jurisdictions	11/21/24	37.6542770604529	-113.081608190143
Dangerous intersection. Vehicles block intersection so opposing traffic can't go through causing a backup through the light to Walmart.	N/A	Vehicle Safety	N/A	Jurisdictions	11/21/24	37.6547452350099	-113.083356990408
Sidewalks blocked by large tumbleweeds and debris. Needs to be cleared to be more ADA compliant.	N/A	Pedestrian Safety	N/A	Jurisdictions	11/21/24	37.6591939297012	-113.081209292667
Widen Highway 91 enough for bikes and/or joggers alongside of the road or add paved bike path so pedestrians are not in the roadway.	N/A	Bicycle Safety	N/A	Jurisdictions	11/21/24	37.5307618053194	-113.185742656295
2300 W (Bauer Rd.) needs to have improved shoulders/widening for all the new traffic from growth in the valley beyond 3000 N. The proposed sub-division between 3000 N and Monarch Meadows needs to have a turnout lane each on 2300W & 3000N for vehicles so the flow of traffic is not impeded.	N/A	Vehicle Safety	N/A	Jurisdictions	11/22/24	37.7393301452994	-113.092407762771
Cars parked on 3000 N need to be towed after 24hrs. Many of these vehicles are parked indefinitely!	N/A	Vehicle Safety	N/A	Jurisdictions	11/22/24	37.7313410335427	-113.05835526335
Cars parked on Lund hwy. need to be towed after 24hrs. Many of these vehicles are parked indefinitely! (Vehicle Safety)	N/A	Vehicle Safety	N/A	Jurisdictions	11/22/24	37.7083453792823	-113.111137608883
The time at this intersection in the morning backs up traffic beyond both of the Maverick entrances, and will only get worse with the new businesses east of the bowing ally. The evening traffic turning right is bumper to bumper. If another business is added on the SE corner before this is fixed, fixing this intersection will only be harder. Two lane round-about with dedicated right turns are needed.	N/A	Vehicle Safety	N/A	Jurisdictions	11/22/24	37.7313188566157	-113.055205291912
3000 N needs to be widened	N/A	Vehicle Safety	N/A	Jurisdictions	11/25/24	37.731238011829	-113.062713291042



The intersection of S. Main Street and Old Highway 91, the pavement markings are worn and difficult to see especially at night. This is a busy area now and the presence of the remainder of the old markings compound the issue.	N/A	Vehicle Safety	N/A	Jurisdictions	11/25/24	37.8382183018556	-112.827505152086
1045 N: Crosswalk at North Cedar Blvd to Park	N/A	Pedestrian Safety	N/A	Jurisdictions	11/25/24	37.6951951502413	-113.07177994651
Lower speeds and more patrols on 5700 W	N/A	Vehicle Safety	N/A	Jurisdictions	11/25/24	37.6432952495098	-113.170665222553
Put a stop sign instead of a yield by baseball fields and Highland	N/A	Vehicle Safety	N/A	Jurisdictions	11/25/24	37.6822761795694	-113.054156493276
Mavrick - the addition of the diesel has created a hazard as large trucks try to enter and exit station. So many near misses every day as drivers dart out from the station to turn left onto old 91.	N/A	Vehicle Safety	N/A	Jurisdictions	12/3/24	37.7314498682307	-113.054061155861
Develop better signage and designation for shuttle stops to educate visitors on the existing free shuttle within town	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.7027875765872	-112.849293745578
Future resort development will put a lot of strain on this intersection. Burt's Road will be the primary access to a new base area in the next 10 years, this intersection is not equipped to handle the extra traffic.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6999839128942	-112.845338117154
The crossing of two pedestrian trails put pressure on this already busy intersection. The town plans to put in a crossing in the near future, but traffic flows needs evaluated. Maybe a good place for a roundabout?	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6979557804481	-112.845046090881
Trailhead Parking mixes with a busy intersection for resort employees using the year-round access road. Poor signage results in many cars getting stuck trying to turn around at a gate further up where it turns to resort use area. Could use some signage about what the road is for (no public access, no turnaround) as well as a larger parking area for an increasingly popular recreation area, especially in winter when highway 143 closes nearby.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6774686646501	-112.845257863804
Cars often don't see pedestrians, even when the lights are flashing. Also, cars don't wait for pedestrians to clear this crosswalk before entering.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6761772571304	-113.066811404882
Bicyclists often ride on the wrong side of the street creating many near miss incidents.	N/A	Bicycle Safety	N/A	Jurisdictions	12/5/24	37.6741425401031	-113.072684856658
Northbound Old Highway 91 traffics frequently run this stop sign at speed due to sign placement/distracted driving.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6525809776348	-113.080903207795
Traffic gets extremely backed up at this intersection in the morning and evening (commute times) people get impatient and try to make turns they shouldn't. A traffic light would be helpful.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6942151734193	-113.074592671834
No sidewalk on this side of the street causes pedestrians to J walk across North Field to get to the sidewalk on the other side.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.7015451639585	-113.068214295556
Vehicles frequently use shoulder as right turn lane though it is not labeled as such.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.684935795448	-113.106727202465
Left turns being allowed out of these businesses is extremely dangerous this close to a busy intersection.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6870680026015	-113.061810706848
Pedestrian hazard walking from parking lot. Suggest putting in a crosswalk. People will not walk to the 300 W crossing or the crossing further west.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6773375727964	-113.06885528036
Too much traffic for not being a roundabout or even a four-way stop. Needs attention severely.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6741518062744	-113.073837654232
Walking from the new parking lot across the street without traffic signals or a roundabout is nearly life threatening. It is complicated by the low rising sun in the mornings when driving eastward. It makes seeing pedestrians nearly impossible with the sun behind them.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6740729267864	-113.073780116433
View of oncoming traffic from North Bauer Rd is impeded by tall sagebrush and other bushes for vehicles at stop sign on 2200 N headed East to North Airport Road. Fence line needs to be cleared on property (2200 N and Bauer Road).	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.7173182914398	-113.09240760555
Additional pedestrian crosswalk needed. pedestrians do not walk to corner on the west or to the crosswalk to the east.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6741482306536	-113.072213711118
Additional crosswalk needed. Pedestrians parking in the parking lot do not walk westward to crosswalk and are in more danger from vehicles coming from the top of the hill from the east.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6742025060523	-113.06941767707
Additional crosswalk. Pedestrians do not always use crosswalks to get to parking lot or parked cars across the road.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6744798232393	-113.066924853281
Highway 14 should be widened to allow for more bicycle safety. Our area is a highly traveled area for cyclists. Taking efforts to protect them and not restrict their use of roads should be a priority.	N/A	Bicycle Safety	N/A	Jurisdictions	12/5/24	37.6636991787186	-112.997702850918
Pedestrians cross here often. It might be worthwhile to look into making all the roads around campus "pedestrian priority zones" like they have designed in Europe. This would give priority to pedestrians anywhere on the road and cars using the road are secondary or "guests". Studies show that it is effective in protecting pedestrians, making drivers more aware, and lowers vehicle speeds.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6770626304817	-113.072219855924
During Shakespeare, pedestrians often cross around this area when walking from parking lots to the north. The larger conversation is to finally make from 100 W to 300 W a walking/event/downtown area. This idea has been kicked down the road long enough. The burden of closing the road each night for road noise is unnecessary if it was transformed into a beautiful area for gathering, shopping, walking, events, etc.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/5/24	37.6773775653788	-113.065156054544



Minersville Hwy from Enoch into Cedar City is a mess!! The amount of traffic is not supported by the 2 lane hwy, especially in the mornings and evenings. The light by Maverik and the Bowling Alley gets backed up very quickly during everyone's morning commute. The VERY SHORT extra lane by the car wash for south bound traffic creates a huge bottle neck. Many cars try merging into that lane, stopping traffic from getting through the light. It is especially bad in the winter during snowy weather. The extra turning lanes added along the Hwy in the North bound lane also cause driving hazards. Many people I think get impatient trying to get onto Minersville Hwy (due to the high level of traffic) will pull out if someone is in the turning lane without realizing there is a car not visible behind the car turning which has caused multiple accidents.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.7366124007584	-113.055240709644
The Providence area in Cedar City is very congested!! Lots of accidents, very difficult for emergency responders to get through traffic.	N/A	Vehicle Safety	N/A	Jurisdictions	12/5/24	37.6550489727121	-113.084909852968
often times people don't stop until they see that the traffic going the opposite way has stopped to allow pedestrians to pass through, and even then, sometimes they don't stop.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/6/24	37.6761663551621	-113.066917009526
Cars parked on the side of the road often make it extremely difficult to see whether it is safe to pass through traffic. I often have to rely on pedestrians crossing the street to know if it's safe or not to go.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6788376440994	-113.071739358085
vehicles often don't actually stop to look for traffic that is passing through and proceed to go when it's not safe.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6643082169373	-113.065218605764
vehicles often don't actually stop to look for traffic that is passing through and proceed to go when it's not safe.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6641043825971	-113.065483348541
When waiting to turn right in the marked straight/turn lane with my blinker on, other drivers will frequently pull up next to me in the shoulder to also turn right. There either needs to be made an actual turn lane on the shoulder, or more clear road markings indicating that there is not a separate right turn lane	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6773002771387	-113.06196898379
This needs to be an actual intersection. Between students who walk to school, who are driving, parents coming and going, busses, and the number of Success students crossing here everyday, not forcing all traffic to stop is terrifying.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/6/24	37.6665800727541	-113.07263643588
Where this isn't anything here to slowdown cars, even low traffic times are terrifying because cars are often going 45+ MPH.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6741456251496	-113.073690025513
It is difficult to see when cars are coming around this bend. From state dignitaries to everyday college students, everyone crosses here.	N/A	Pedestrian Safety	N/A	Jurisdictions	12/6/24	37.6772289125915	-113.068804515606
This is a pretty busy intersection for drivers and pedestrians alike, and cars are often still driving at 45 MPH. Simply trying to make a right turn here is often precarious.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6703781871742	-113.061648992369
I rarely use this intersection when I don't see someone running a red light, often very fast and in large vehicles. I would like to see cameras put here to be a 24/7 deterrent to aggressive behavior.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6808529029665	-113.073928132501
This area needs to be designed better. There are still people to don't adhere to the right turn only in the previous intersection, and trying to navigate getting into and out of businesses here without a lot of space to maneuver makes it dangerous. And making a left turn from Sage to Royal Hunte is ridiculous. It's all significantly worse when there is any even in town.	N/A	Vehicle Safety	N/A	Jurisdictions	12/6/24	37.6559103246954	-113.084928359761
Many people walk, run, and bike on this road with little shoulder space. adding a bike lane, path, or sidewalk would be very appreciated for all who navigate this road.	N/A	Bicycle Safety	N/A	Jurisdictions	12/6/24	37.7472566179842	-113.092364724983
Bicycle lanes in several areas of the county would improve safety. High priorities should be Airport Road, Kitty Hawk Drive, Bulldog Road, Highway 56, at least to the Iron Springs Road, and Old Highway 91 to Parowan and to Kanarrville. Travel by bicycle is a wonderful possibility but it needs to be safer on the roads.	N/A	Bicycle Safety	N/A	Jurisdictions	12/7/24	37.7775742544382	-113.056915414852
Bike lanes exist around campus, but there is student housing west of this viaduct and this narrow bridge often sees bicycle and pedestrian traffic. Safety could be improved with a wider bridge like was done on Kittyhawk Drive. Designated crosswalks from apartments to the south side of the road would also be helpful.	N/A	Bicycle Safety	N/A	Jurisdictions	12/9/24	37.6770635901532	-113.079843920883
Nichols Canyon Rd gets a lot of traffic. Safety for vehicles and pedestrians would be improved in this high-density housing area if Wedgewood Lane connected to 2375 N. in Fiddler's Canyon.	N/A	Other Feedback	N/A	Jurisdictions	12/9/24	37.7189479583446	-113.04929150957
I am surprised there haven't been more accidents here. It looks next to impossible to turn left from Cobblecreek onto Main. The curve makes it difficult to see cars coming until they are only a short distance away.	N/A	Vehicle Safety	N/A	Jurisdictions	12/9/24	37.7183942482086	-113.058876942073
The transition from road to parking lot is steep here and vehicles take way too long to enter. This slows the progression into the lot and puts cars at risk of the oncoming traffic.	N/A	Vehicle Safety	N/A	Jurisdictions	12/9/24	37.6553455379609	-113.087099810283
This whole parking lot (from Lin's south) is significantly congested. Too much happening in a very small space.	N/A	Vehicle Safety	N/A	Jurisdictions	12/9/24	37.6793725011075	-113.061183331397
This road could be used for bicycle commuting between Cedar and Enoch if bike lanes were added along with signage warning cars of bicycles along the route.	N/A	Bicycle Safety	N/A	Jurisdictions	12/9/24	37.7429242540082	-113.055497224288
An additional interchange in this area may help reduce the amount of traffic needing to use Old Highway 91 and the congestion at SR-130 & 3000 N, especially as the growth continues in this direction in the Enoch area.	N/A	Other Feedback	N/A	Jurisdictions	12/11/24	37.7685406683153	-113.00594534777



Left turns from 2400 N to N Main St are dangerous because cars on Main St go fast through here (the speed limit is high)	N/A	Vehicle Safety	N/A	Jurisdictions	12/11/24	37.7300623172492	-113.055285356398
Pull out is lower than the highway and the deceleration lane blocks view of on coming traffic. Unsafe.	N/A	Vehicle Safety	N/A	Jurisdictions	12/11/24	37.7538521168995	-113.055214062999
I agree with the poor condition of Hwy 91 in Enoch. It is bad for vehicles, especially in bad weather.	N/A	Vehicle Safety	N/A	Jurisdictions	12/18/24	37.784215024689	-112.977960530517
There are many cyclists that ride down Hwy 91 and it is a safety concern. The shoulder of the road is often rough and dangerous, with crumbling asphalt and loose gravel, and it is difficult to share the road with vehicles as there is not enough room for a cycle lane as it is now.	N/A	Bicycle Safety	N/A	Jurisdictions	12/18/24	37.7842902181309	-112.977783504723
This is very dangerous. Westbound traffic is stopping to turn left into the driveway and backing traffic onto Main Street. This driveway needs to be right in/right out. It shouldn't have been built.	N/A	Vehicle Safety	N/A	Jurisdictions	12/18/24	37.6951455891649	-113.063145480129
This area doesn't function well. The southbound left turn lane stacks cars beyond this intersection plus there are cars exiting the Starbucks parking lot. Too many traffic movements in a short span.	N/A	Vehicle Safety	N/A	Jurisdictions	12/18/24	37.6559274303262	-113.084774359106
This intersection is on the corner of the Iron County Preschool and South Elementary School. It is a 2-way stop, stopping traffic going east-west. When school is close to starting and when it gets out, kids run and bike home across this intersection (heading east in the morning and west in the afternoons) without stopping to watch first for traffic. (no matter how often their mothers tell them to watch for traffic). I have been calling the city for YEARS to get a 4-way stop there and crosswalks so the kids can cross 700 west safely before and after school. With the high school south of this intersection and Success Academy and SUU North of it, I have witnessed many close calls. Please let's save the children!	N/A	Pedestrian Safety	N/A	Jurisdictions	12/20/24	37.6683559434324	-113.072598047074
Crossing the 600 South for school from 940 west, 860 west, and 780 west is absolutely impossible before school starts, during lunch break, after school, and during evening events. Kids get impatient and dart across. There have been kids hit by cars and many very close calls. We thought that the pedestrian light at 700 west across 600 south and the 4-way stop at 1100 west and 600 south would help this problem but it hasn't AT ALL. With younger, less experienced drivers being the most prevalent in this area, We need a 4-way stop and crosswalks painted here!	N/A	Pedestrian Safety	N/A	Jurisdictions	12/20/24	37.6665536496171	-113.074359937025
This mal-aligned intersection is (for whatever reason...?) difficult for younger, less experienced drivers to figure out. I live north of this intersection on 860 west. Often, when I am driving east on 600 s, I signal and slow to make my left hand turn onto 860 west, the drivers at the stop sign to my right (turning west) misinterpret my slowing as a stop, as if it was a 4-way stop, and dart out to turn left right in front of me! I have avoided crashing into any of these cars, however, I have seen several terrible accidents there, too. I suggest that we make this intersection a 4-way stop with painted crosswalks (it is SO DIFFICULT to cross 600 south to go to the school!). This would also slow traffic down a bit in an area where drivers tend to want to speed.	N/A	Vehicle Safety	N/A	Jurisdictions	12/20/24	37.6665263298041	-113.074199159722
These driveways coming out of Panda Express and MACU, and the one coming out of the Starbucks and Cafe Rio onto Royal Hunte Drive need to be closed off. I have seen many accidents here because of these driveways, especially when drivers want to turn left out of them	N/A	Vehicle Safety	N/A	Jurisdictions	12/20/24	37.655653222859	-113.085014375208
When driving from south to north through this intersection, you must be in the left lane as the right lane is right turn only, so if you want to make a right turn onto Sage Drive, you must switch lanes freakishly fast (and hope the car in the Starbucks driveway doesn't assume you're turning into that driveway) in order to be over to the right to make your turn in time. This right lane should be done away with OR make the right turn only on the south side of the intersection be a straight or turn lane again.	N/A	Vehicle Safety	N/A	Jurisdictions	12/20/24	37.6550618699911	-113.085085003469
The right lane heading south that ends at the Walmart parking lot driveway needs to either be NOT there OR have large white right turn only arrows painted into it. Many drivers don't notice the merge to the left sign and are terribly confused and surprised that their lane ends, sending them into a panic to get into the left lane, most of the time without looking who they are cutting off first.	N/A	Vehicle Safety	N/A	Jurisdictions	12/20/24	37.65476546	-113.085304322239
This left lane here heading west gets full up with left-turners and often clogs the intersection behind them. I suggest trimming down this cement barrier as much as possible to make the left turn lane longer, thus ending the left lane/left turn cars pile-ups.	N/A	Vehicle Safety	N/A	Jurisdictions	12/20/24	37.6548517099362	-113.08361066934
Bentley Blvd is my go-to street to avoid turning left where Sage Drive meets Royal Hunte Drive! However, I have never seen a posted speed limit on this road. It's part residential, part business. It would be good to have a speed limit sign posted along this road so I know if I am speeding or driving too slowly.	N/A	Other Feedback	N/A	Jurisdictions	12/21/24	37.6585141936299	-113.083534720281



This is a dangerous intersection. When trying to turn east or west from iron springs road, you cannot see oncoming traffic from the east if there is a semi in the westbound turning lane (turning onto iron springs road). There have been several fatalities and numerous serious accidents here in the last 10 years and it will only continue to get worse with the ongoing and increasing development in this area and further west on iron springs road.	N/A	Vehicle Safety	N/A	Jurisdictions	1/2/25	37.6849208154103	-113.162028335064
This road needs to be improved (and maintained). Surface is in poor condition. This road needs to be widened to include turning lanes. With all the new development happening in this area and the increase in traffic by large semi's it will only get worse.	N/A	Vehicle Safety	N/A	Jurisdictions	1/2/25	37.6967938314178	-113.179140815131
Bridge needs to be widened. Almost too tight for 2 vehicles.	N/A	Vehicle Safety	N/A	Jurisdictions	1/8/25	37.8374669327705	-112.827696452552
Bridge is barely wide enough for vehicles, let alone pedestrians or bikers. Would be nice to add a walking bridge next to the existing bridge so as not to be on the road with vehicles.	N/A	Pedestrian Safety	N/A	Jurisdictions	1/8/25	37.8374750674124	-112.827622991965
Edge of road needs repair making it difficult to stay in the lane.	N/A	Vehicle Safety	N/A	Jurisdictions	1/8/25	37.8378715431971	-112.827539062834



### Map View

Jurisdictions

### Legend

- Cedar City
- Enoch City
- Kanarraville Town
- Paiute Tribe - Indian Peaks Band
- Paragonah Town
- Parowan City
- Brian Head Town

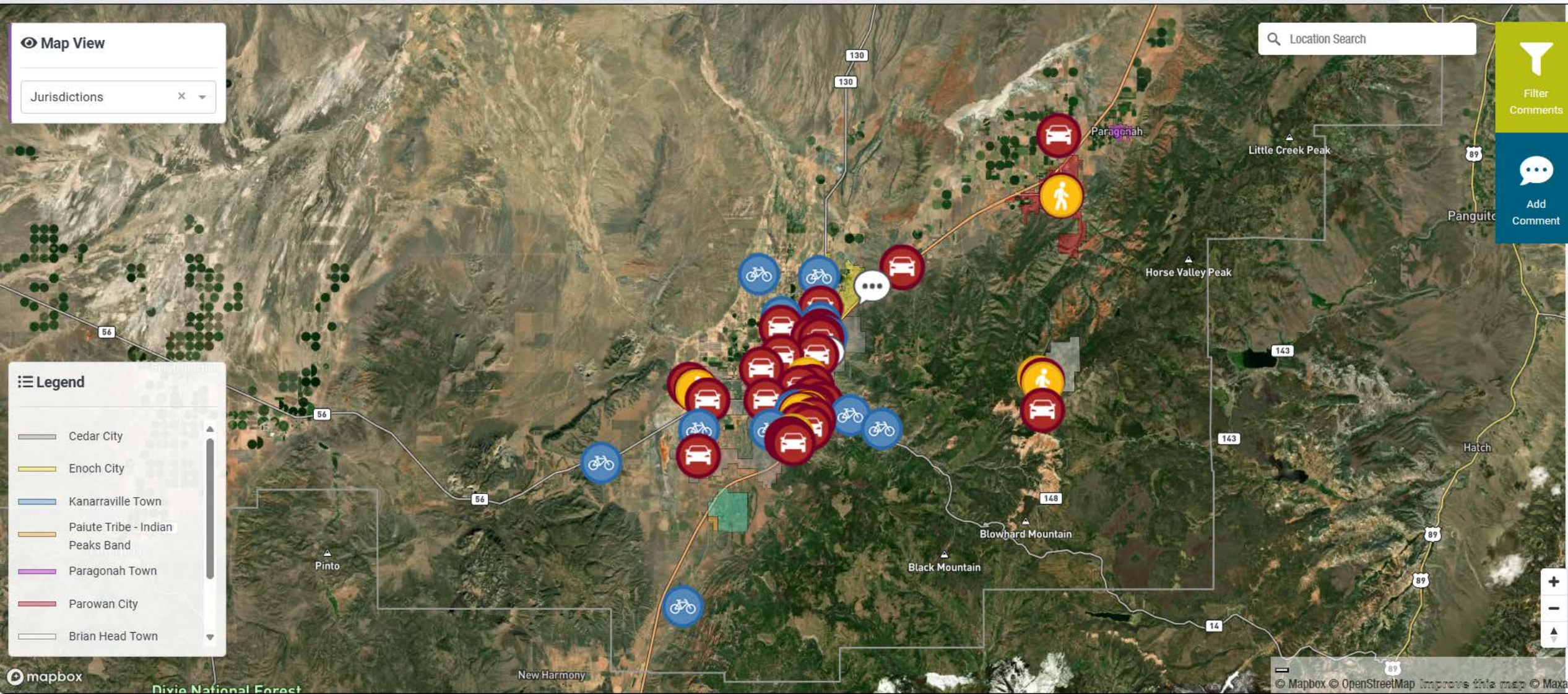
Location Search



Filter Comments



Add Comment







## Safety Action Plan for all Iron County

Welcome

Admin

Select Language

Powered by Google Translate

Location Search

Filter  
Comments

Add  
Comments

Map View

Proposed Projects

Legend

- Potential Intersection Improvement Projects
- Potential Roadway Safety Improvement Projects
- Parowan City
- Cedar City
- Enoch City
- Paiute Tribe - Indian Peaks Band



## Appendix E.

### Online Survey Data





## Iron County Safety Action Plan Survey

1. Do you travel on Iron County roadways?

☐ Yes

☐ No

2. What modes of transportation do you use regularly?  
(select all that apply)

☐ Personal vehicle

☐ Bike

☐ Walk

☐ Bus

☐ On-demand vehicle (Uber/Lyft)

☐ Other (please specify)

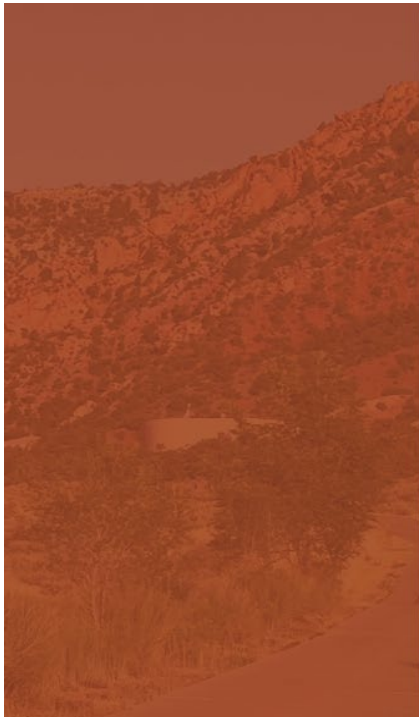




3. Which of the following safety issues concern you the most? (Select all that apply to you)

- ☐ Distracted driving
- ☐ Pedestrian safety in school zones
- ☐ People ignoring traffic laws while driving
- ☐ Narrow, broken, or missing sidewalks.
- ☐ Missing or inadequate bike lanes or paths
- ☐ Aggressive driving
- ☐ Redlight running/not stopping at stop signs
- ☐ High vehicle speeds
- ☐ Not enough time to cross the street
- ☐ Lack of access for people with disabilities
- ☐ Drivers failing to yield to pedestrians and cyclists
- ☐ View blocked when turning
- ☐ Poorly maintained roads
- ☐ Not enough crosswalks
- ☐ Not enough street lighting
- ☐ Other (please specify)





4. Of the list safety issues above, what are your top 3 concerns?

Concern 1

Concern 2

Concern 3

5. What areas or roadways in Iron County do you think could benefit from safety improvement projects?

6. What types of safety improvements would you like to see in Iron County? Please include the type of improvement and specific location, if applicable. (Examples may include improve signs, pavement markings, pedestrian crossings, lighting, bicycle and pedestrian facilities, speed management, etc.)

7. Please share any additional comments, concerns, or suggestions about roadway safety in Iron County.

**Tell us about you:**

8. Are you a resident of Iron County?

☐ Yes

☐ No

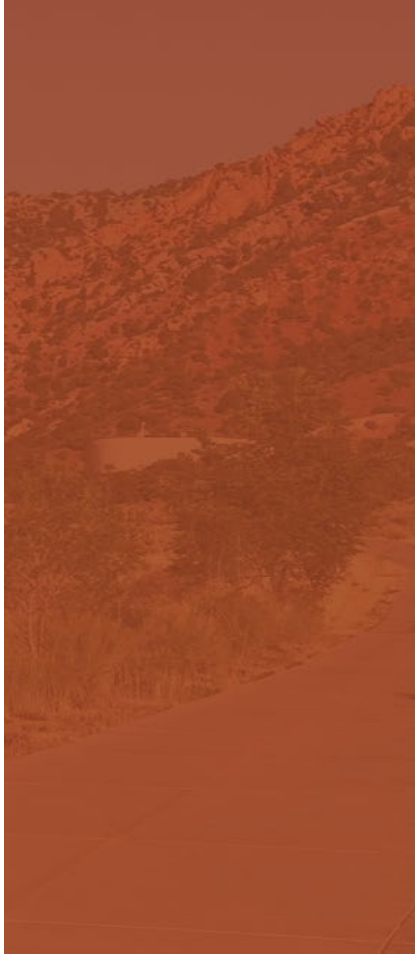
9. What is your gender?

☐ Female

☐ Male

☐ Prefer not to answer





10. What is your age range?

- ☐ Under 20
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60 or older

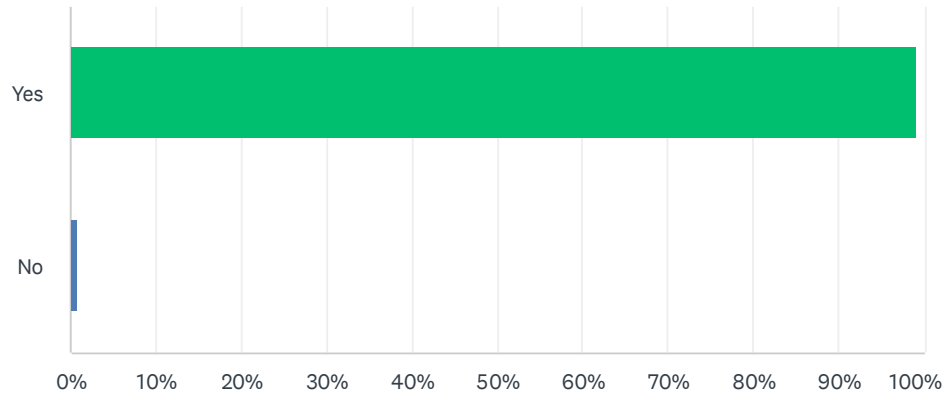
11. Describe your ethnicity/race.

- ☐ American Indian or Alaska Native
- ☐ Asian or Asian American
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White or Caucasian
- ☐ Two or more races
- ☐ Prefer not to answer
- ☐ Other (please specify)



## Q1 Do you travel on Iron County roadways?

Answered: 373 Skipped: 1

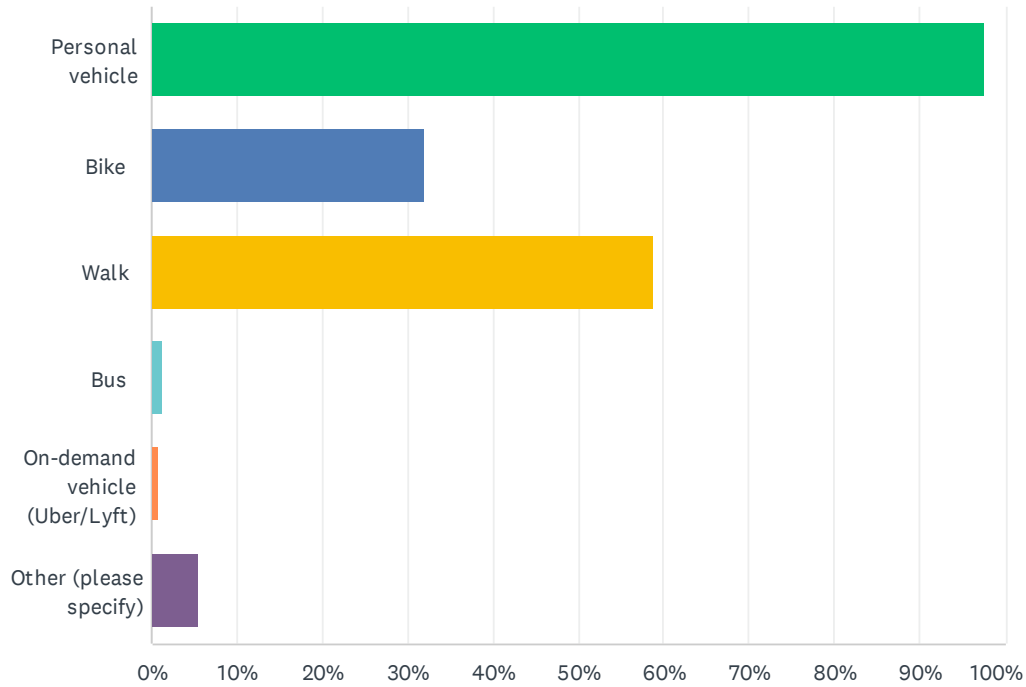


ANSWER CHOICES	RESPONSES	
Yes	99.20%	370
No	0.80%	3
TOTAL		373



## Q2 What modes of transportation do you use regularly? (select all that apply)

Answered: 372 Skipped: 2



ANSWER CHOICES	RESPONSES	
Personal vehicle	97.58%	363
Bike	31.99%	119
Walk	58.87%	219
Bus	1.34%	5
On-demand vehicle (Uber/Lyft)	0.81%	3
Other (please specify)	5.65%	21
Total Respondents: 372		

#	OTHER (PLEASE SPECIFY)	DATE
1	4 wheeler	1/26/2025 9:07 AM
2	Work vegicle	1/25/2025 5:21 PM
3	transport	1/25/2025 8:26 AM
4	Horseback moving sheep	1/24/2025 5:00 PM
5	Farm Implements, Tractors, Heavy Truck etc.	1/13/2025 1:28 PM
6	Motorcycle	1/11/2025 2:07 PM
7	Diss	12/19/2024 8:49 PM



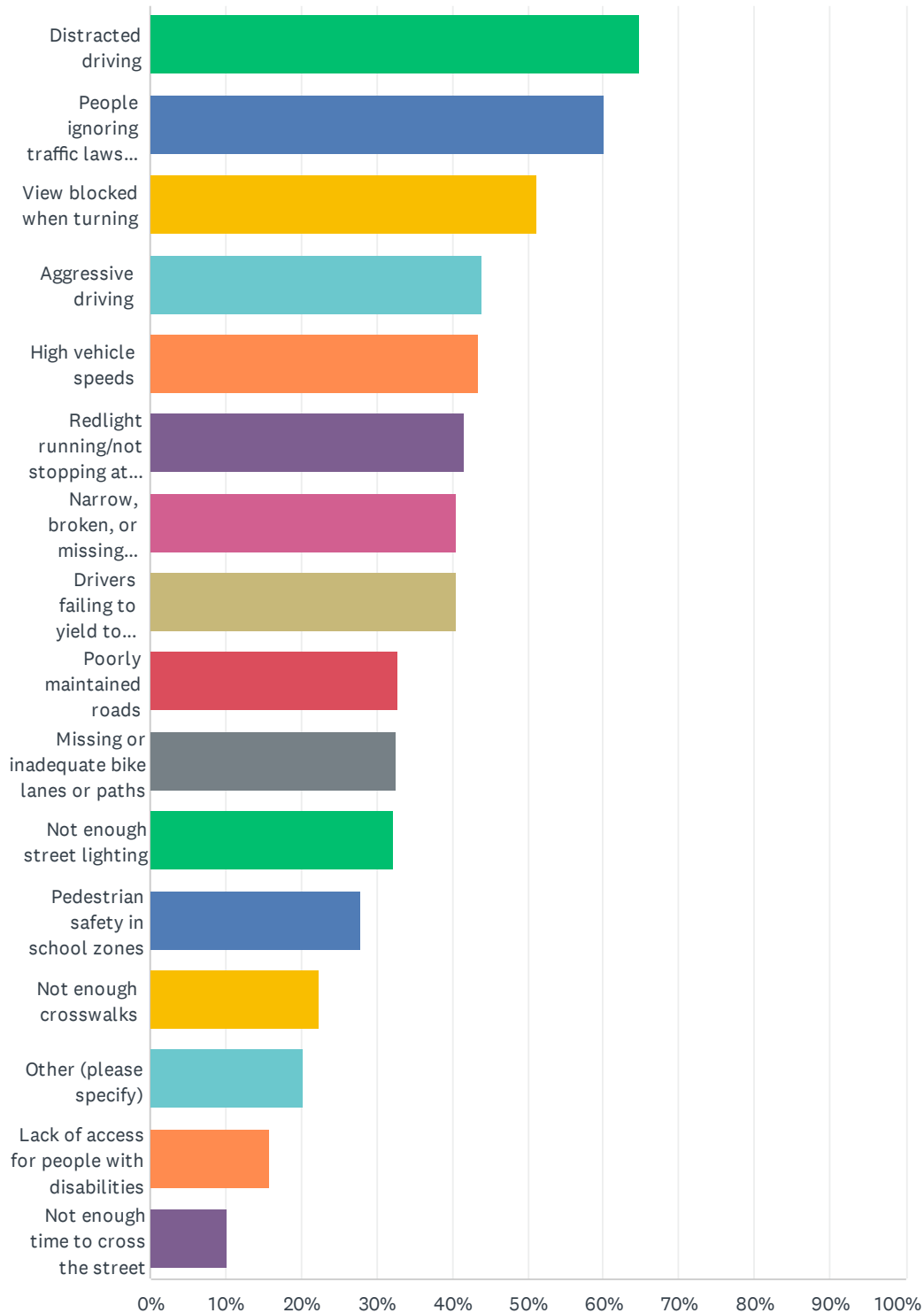
# Iron County Safety Action Plan Survey

8	Deliver Meals on Wheels in truck.	12/15/2024 8:11 AM
9	Work Vehicle	12/6/2024 11:04 AM
10	Motorcycle	12/5/2024 9:11 PM
11	Electric Scooter	12/5/2024 5:51 PM
12	Friends cars	12/5/2024 5:40 PM
13	Side by side	12/5/2024 5:25 PM
14	roller skating	12/5/2024 3:43 PM
15	State Vehicle	12/5/2024 3:37 PM
16	electric scooter	12/5/2024 3:30 PM
17	ATV / UTV	12/1/2024 7:16 PM
18	Work	11/27/2024 10:40 AM
19	motorcycle	11/21/2024 8:55 AM
20	Run	11/20/2024 5:49 PM
21	Semi Truck	11/20/2024 5:40 PM



### Q3 Which of the following safety issues concern you the most? (Select all that apply to you)

Answered: 372 Skipped: 2





# Iron County Safety Action Plan Survey

ANSWER CHOICES	RESPONSES	
Distracted driving	64.78%	241
People ignoring traffic laws while driving	60.22%	224
View blocked when turning	51.08%	190
Aggressive driving	43.82%	163
High vehicle speeds	43.55%	162
Redlight running/not stopping at stop signs	41.67%	155
Narrow, broken, or missing sidewalks.	40.59%	151
Drivers failing to yield to pedestrians and cyclists	40.59%	151
Poorly maintained roads	32.80%	122
Missing or inadequate bike lanes or paths	32.53%	121
Not enough street lighting	32.26%	120
Pedestrian safety in school zones	27.96%	104
Not enough crosswalks	22.31%	83
Other (please specify)	20.16%	75
Lack of access for people with disabilities	15.86%	59
Not enough time to cross the street	10.22%	38
Total Respondents: 372		

#	OTHER (PLEASE SPECIFY)	DATE
1	Pot holes, damaged roads poor condition	1/26/2025 7:33 PM
2	Exit 75 is DANGEROUS. Worst exit I've ever seen. Ice on the cattle guard acts like ice. I'm surprised there aren't more wrecks there.	1/26/2025 9:07 AM
3	Drivers with those horrible LED lights that blind you	1/24/2025 5:14 PM
4	Preservation of the Designated Livestock Trails	1/24/2025 5:00 PM
5	Need 4 way stops at center/main and 200South/main	1/24/2025 4:11 PM
6	Lack of paved road 200 East on 300 South in Parowan	1/24/2025 12:41 PM
7	1. too much traffic for what the roads can currently handle 2. pedestrians are not safe on main roads such as 2300 W, Midvalley Rd	1/12/2025 1:59 PM
8	Vehicles pulling onto busy streets without adequate space	1/11/2025 2:07 PM
9	Woefully few and inadequate dedicated bike lanes.	1/8/2025 2:02 PM
10	With all the new construction. Traffic on 56 is becoming a nightmare.	1/6/2025 5:39 PM
11	Confusing lane designations.	1/6/2025 11:10 AM
12	Yellow light are too brief.	1/2/2025 1:32 PM
13	Inadequate filling of cracks in bike paths resulting in rough rides	1/2/2025 11:22 AM
14	Left turn lanes not green for long enough	1/2/2025 10:47 AM
15	The wide roads encourage people to make their own lanes and drive around other cars (when they don't know why the car in front of them is stopped).	12/23/2024 11:22 AM



## Iron County Safety Action Plan Survey

16	Poorly designed dangerous intersection at Iron Springs Road and 56	12/19/2024 11:45 AM
17	Distractions on road crossing; sign swinging; bike paths	12/19/2024 6:52 AM
18	Illegal lane changes	12/18/2024 11:43 AM
19	Enoch 1810e hwy 91 narrows abruptly, making it difficult sometimes to stay safe. This is mostly North Bound travel.	12/18/2024 10:57 AM
20	Not enough space for the drivers we have on the road, bad traffic, and therefore irresponsible driving	12/16/2024 2:46 PM
21	Headlights at night being too bright, or miss-aligned	12/11/2024 2:37 PM
22	Pedestrians, bike riders need to be in light colored clothing at night	12/10/2024 11:19 AM
23	Deep gutters	12/9/2024 11:10 AM
24	Elderly drivers	12/9/2024 9:28 AM
25	Deer/wildlife on Roads	12/9/2024 7:35 AM
26	The ridiculous underpass at the first cedar city exit	12/8/2024 12:50 PM
27	Inadequate snow plowing on side streets	12/7/2024 11:15 PM
28	Parowan— Out of towners assuming main and center is a four way stop. Giant potholes on 2nd n and 3rd east corner as you head to recreation areas	12/7/2024 6:46 AM
29	Pedestrians failing to look both ways before crossing the street	12/6/2024 9:03 PM
30	Construction	12/6/2024 1:57 PM
31	Turn lanes are not clear. Sometimes people pull off the main lane to turn. Sometimes they don't. Having a committed green turn arrow at stop lights would be amazing! Sometimes I see it but mostly people are anxiously trying to sneak a quick left turn because an opportunity may not come or there is a long line of traffic waiting to turn. Congestion by Walmart, any left turns on Main Street or Walmart area is often risky. I consider myself aware as a driver & I find myself taking risks and hoping for the best.	12/6/2024 12:39 PM
32	far too many drivers sit in the middle of intersections in turn lanes and then everyone has to wait for them to turn after lights turn - this is especially bad at the intersections of 200 N & Main and University Blvd & Main	12/6/2024 12:38 PM
33	Traffic light rotations need to be refined for traffic patterns. South Main is a nightmare. Lots of accidents on 56, I suspect due to the yellow arrow combined with yellow light. I feel is creates two people trying to beat the red and they collide.	12/6/2024 12:11 PM
34	Plowing into the bike lanes	12/6/2024 10:04 AM
35	to many unnecessary stop signs	12/6/2024 9:48 AM
36	Pedestrians walking out into traffic without concerns for the danger	12/6/2024 9:12 AM
37	Left turn signals need to be longer to let traffic through. When only 2 of 10 cars get through then the left signal goes to flashing yellow, people get impatient, then run a red light because nobody gets through the flashing yellow because oncoming traffic is too heavy. The flashing yellow left was great 10-20 years ago, it doesn't apply anymore!!!!	12/6/2024 7:50 AM
38	Hard to tell roads apart. Especially on the roads behind the buildings lining mainstreet on the west side.	12/6/2024 12:11 AM
39	Too many four way stops	12/5/2024 9:35 PM
40	Deep dips on curbs of roads	12/5/2024 9:24 PM
41	Downtown Main Street is poorly lit, and the crosswalk there by Bulloch drugs Orleans Thriftway is dangerous	12/5/2024 9:11 PM
42	Not enough left turn lights and intersections without lights	12/5/2024 8:06 PM
43	Distracted	12/5/2024 6:26 PM



## Iron County Safety Action Plan Survey

44	Distracted	12/5/2024 6:26 PM
45	People walking in the dark with no flashlight and students jaywalking instead of using the crosswalk	12/5/2024 6:00 PM
46	improved signage for pedestrian crossings on domestic streets	12/5/2024 5:39 PM
47	North Elementry Cross Walk should be a Light, too many cars never let people leave the school safely after picking up their kids and heading south to SUU for Swim Class	12/5/2024 5:29 PM
48	Not enough traffic light in fast developing areas of the county (4200 and 56)	12/5/2024 5:24 PM
49	Kids riding bikes carelessly	12/5/2024 4:28 PM
50	Clearly painted roads. Many seem to be faded, and it sometimes confuses other drivers. Also, a stoplight at Iron Spring Elem. and Hwy. 56 is sorely needed.	12/5/2024 4:22 PM
51	Many roads do not have any lines or markings.	12/5/2024 4:12 PM
52	speed limits of the roads going north. lund is 50 mph, 2300 w is 40, and the 130 is 55 mph. Can those be adjusted?	12/5/2024 4:11 PM
53	Not enough traffic lights	12/5/2024 3:56 PM
54	Teens driving 4 wheelers and side-by-sides through my neighborhood. Oftern without helmets.	12/5/2024 3:55 PM
55	Some parking lot "driveways" are very deep and cause damage to cars. I'm specifically thinking of businesses along Main Street in Cedar City.	12/5/2024 3:47 PM
56	General enforcement or lack thereof.	12/5/2024 3:46 PM
57	traffic coming different speeds from each direction	12/5/2024 3:43 PM
58	Cyclists riding in the middle of narrow, busy roads	12/5/2024 3:39 PM
59	No signaling	12/5/2024 3:33 PM
60	Lack of left turn lights on busy roads	12/5/2024 3:31 PM
61	Not enough sidewalks	12/5/2024 11:18 AM
62	Drivers not diming their lights or tailgating to close.	12/5/2024 10:20 AM
63	No lines painted	12/4/2024 12:33 AM
64	Very congested roads. There are too many people. It is too hard to turn onto mainstreet.	12/2/2024 9:26 PM
65	Extreme congestion	12/2/2024 9:20 PM
66	Lack of marked paths along paved roades	12/1/2024 7:16 PM
67	Exit 51 south bound needs a three way stop	11/24/2024 6:29 AM
68	Left turns onto old us hwy 91 exiting from southbound 15 Can't see oncoming traffic when turning left. Terrible blind spot. And new building at that ramp has blinding bright lights at dusk	11/23/2024 4:53 PM
69	Vehicles parked on the side of the road obstructing view from cars to either cross the street safely walking or in a car.	11/22/2024 11:25 AM
70	Create dedicated turn lanes Utah drivers think it's ok to turn right and cross the solid whit line.	11/21/2024 9:45 PM
71	Lack of designated turn lanes on Hwy 56	11/21/2024 4:11 PM
72	Not enough lanes on busy roads to carry the flow of traffic.	11/21/2024 11:06 AM
73	Traffic congestion, especially around school zones.	11/21/2024 8:50 AM
74	Not enough green turn lights at crucial intersections!	11/21/2024 8:19 AM
75	Bicyclists on State Highways. Especially Hwy 14	11/20/2024 5:12 PM



## Q4 Of the list safety issues above, what are your top 3 concerns?

Answered: 348 Skipped: 26

ANSWER CHOICES	RESPONSES
Concern 1	100.00% 348
Concern 2	96.84% 337
Concern 3	87.64% 305

#	CONCERN 1	DATE
1	Lack of bike lanes	1/30/2025 10:10 PM
2	Drivers failing to yield	1/30/2025 1:46 PM
3	Poorly maintained roads	1/27/2025 9:32 PM
4	commercial vehicle (bottom dump, livestock) aggressive driving	1/27/2025 9:01 AM
5	Narrow lanes	1/26/2025 7:33 PM
6	Exit 75	1/26/2025 9:07 AM
7	Sidewalks	1/25/2025 4:06 PM
8	No sidewalks	1/25/2025 2:54 PM
9	Safety in school zones	1/25/2025 1:34 PM
10	Running Stop lights and stop signs	1/25/2025 11:05 AM
11	Poorly maintained roads	1/25/2025 10:24 AM
12	High vehicle speeds	1/25/2025 9:39 AM
13	Street lighting	1/25/2025 9:29 AM
14	Aggressive drivers	1/25/2025 8:28 AM
15	aggressive driving	1/25/2025 8:26 AM
16	Speed	1/25/2025 8:08 AM
17	Drivers ignoring stop signs	1/25/2025 5:29 AM
18	No side walks	1/24/2025 6:06 PM
19	High Speed	1/24/2025 5:27 PM
20	I only listed 3. You can't fix stupid, inattentive drivers	1/24/2025 5:14 PM
21	Need a stoplight in Parowan at Center & Main.	1/24/2025 5:14 PM
22	Ignorance of drivers regarding driving when livestock are present.	1/24/2025 5:00 PM
23	Drivers seem to tailgate.	1/24/2025 4:35 PM
24	Speeding	1/24/2025 4:17 PM
25	High vehicle speeds	1/24/2025 4:11 PM
26	Speeding	1/24/2025 4:05 PM
27	No bike lane	1/24/2025 2:54 PM
28	Distracted driving	1/24/2025 1:59 PM



## Iron County Safety Action Plan Survey

29	Broken or missing sidewalks	1/24/2025 1:03 PM
30	Not stopping at stop sign.	1/24/2025 1:03 PM
31	Distracted drivers	1/24/2025 1:01 PM
32	Traffic speed	1/24/2025 1:00 PM
33	People not obeying the laws	1/24/2025 12:43 PM
34	Distracted drivers	1/24/2025 12:42 PM
35	Traffic not obeying stop signs on 200 South on the East Side of town	1/24/2025 12:41 PM
36	Poorly maintained roads	1/24/2025 12:33 PM
37	Bike paths	1/24/2025 12:22 PM
38	Drivers failing to yield	1/21/2025 10:46 AM
39	Drivers failing to yield	1/21/2025 8:37 AM
40	Inadequate and nonexistent bike lanes	1/19/2025 4:58 PM
41	Improved busing	1/18/2025 5:14 PM
42	Unsafe speeds	1/18/2025 6:19 AM
43	Sidewalks broken, uneven and blocked by dead shrubbery especially all 200S Parowan	1/17/2025 10:36 AM
44	Distracted driving (mostly people looking a phones)	1/15/2025 6:58 PM
45	Ignoring traffic laws/speeding/distracted (drivers in general)	1/14/2025 11:43 PM
46	People choosing to make left turns in front of oncoming traffic that is too close	1/13/2025 8:29 PM
47	People choosing to make left turns in front of oncoming traffic that is too close	1/13/2025 8:29 PM
48	View Blocked When Turning	1/13/2025 1:28 PM
49	Red light running	1/13/2025 1:13 PM
50	Roads need repair	1/13/2025 11:27 AM
51	Amount of traffic already on roads with high density homes being built to cause more traffic issues	1/12/2025 1:59 PM
52	Residential speeding	1/11/2025 2:07 PM
53	Missing or inadequate bike lanes	1/9/2025 5:41 PM
54	Drivers failing to yield to pedestrians	1/8/2025 5:11 PM
55	Dedicated bike lanes	1/8/2025 2:02 PM
56	Safety for cyclists	1/7/2025 11:07 AM
57	people not stopping at stop signs	1/7/2025 10:24 AM
58	Intersection of 200 north and Main Street. Sometimes takes 3 light cycles to make a left turn off on main street	1/6/2025 5:39 PM
59	People ignoring traffic laws while driving	1/6/2025 11:10 AM
60	Speeds	1/6/2025 9:12 AM
61	Unsafe driving and lack of parking near SUU	1/4/2025 8:47 AM
62	It is so dangerous to be a pedestrian. I have had so many near misses.	1/3/2025 8:38 PM
63	View blocked when turning	1/3/2025 9:07 AM
64	Distracted drivers	1/3/2025 6:50 AM
65	Distracted drivers	1/2/2025 8:36 PM



## Iron County Safety Action Plan Survey

66	Pedestrian Safety	1/2/2025 8:19 PM
67	Street lighting	1/2/2025 7:16 PM
68	Red light running/not stopping at stop signs, especially at the 3000 N and Old Minersille Hwy.	1/2/2025 7:06 PM
69	Drivers failing to yield to pedestrians and cyclists.	1/2/2025 1:32 PM
70	Inadequate filling of cracks in bike paths	1/2/2025 11:22 AM
71	Drivers distracted by phone	1/2/2025 11:15 AM
72	Sidewalk continuity	1/2/2025 10:47 AM
73	high vehicle speeds	1/2/2025 10:21 AM
74	Not enough street lighting	12/31/2024 12:27 PM
75	I really worry about the safety of my children near any road in Cedar. There is not enough visibility and most people think their vehicles should have the right of way.	12/31/2024 10:19 AM
76	Aggressive driving	12/31/2024 10:05 AM
77	Missing or inadequate lanes or paths!	12/31/2024 9:55 AM
78	Aggressive drivers	12/31/2024 9:23 AM
79	Narrow, broken, or missing sidewalks	12/31/2024 9:19 AM
80	Not enough traffic lights on west highway 56	12/23/2024 6:33 PM
81	Drivers crossing the street till last minute	12/23/2024 2:42 PM
82	Other	12/23/2024 11:22 AM
83	People ignoring traffic laws (cell phones)	12/23/2024 10:00 AM
84	Distracted driving	12/23/2024 9:57 AM
85	Pedestrian safety in school zones	12/23/2024 9:56 AM
86	Pedestrian safety in school zones	12/23/2024 9:54 AM
87	People ignoring traffic laws	12/23/2024 9:51 AM
88	Poorly maintained roads	12/23/2024 9:50 AM
89	Drivers failing to yield to pedestrians	12/23/2024 9:46 AM
90	People ignoring traffic law	12/22/2024 10:58 AM
91	Street Lighting at intersections- city streets	12/20/2024 9:45 PM
92	Crosswalks and school safety	12/20/2024 5:32 PM
93	High speed	12/20/2024 4:10 PM
94	Distracted	12/19/2024 8:49 PM
95	Narrow, broken, or missing sidewalks (or sidewalks with so much plant overgrowth they are unusable)	12/19/2024 8:44 PM
96	Speeding	12/19/2024 4:40 PM
97	Sidewalks should be consistent and connect all areas of Cedar and extend into Enoch	12/19/2024 3:14 PM
98	Poorly maintained Iron Springs Road	12/19/2024 11:45 AM
99	Ignoring traffic laws, not stopping at stopping signs	12/19/2024 8:03 AM
100	Running red lights	12/19/2024 6:52 AM
101	People ignoring traffic laws	12/18/2024 4:11 PM
102	Distracted Driving	12/18/2024 12:37 PM



# Iron County Safety Action Plan Survey

103	Distracted driving	12/18/2024 11:43 AM
104	North Bound Highway 91 issue at 1810 East.	12/18/2024 10:57 AM
105	Poorly maintained roads	12/18/2024 10:26 AM
106	Running red lights	12/18/2024 7:22 AM
107	pedestrian safety in school zones	12/17/2024 6:44 AM
108	My "Other"	12/16/2024 2:46 PM
109	Distracted drivers	12/15/2024 8:11 AM
110	Inadequate spacing for cyclists on roadways	12/14/2024 8:16 PM
111	Narrow broken sidewalks	12/13/2024 10:28 PM
112	Missing sidewalks	12/13/2024 2:09 PM
113	Distracted Driving	12/13/2024 10:37 AM
114	Aggressive Driving	12/11/2024 2:37 PM
115	People ignoring traffic laws while driving	12/11/2024 12:19 PM
116	On the bridge headed to SUU the left side of the sidewalk is unfinished and it's just not enjoyable to walk on it or safe.	12/11/2024 11:42 AM
117	Not enough street lighting	12/11/2024 10:00 AM
118	Drivers failing to yield to pedestrians	12/10/2024 2:51 PM
119	Distracted Driving	12/10/2024 2:21 PM
120	Distracted drivers - phones, eating	12/10/2024 11:19 AM
121	View blocked when turning	12/10/2024 8:41 AM
122	High Vehicle Speeds	12/9/2024 9:07 PM
123	Drivers failing to yield	12/9/2024 8:06 PM
124	Pedestrian safety in University area	12/9/2024 1:27 PM
125	Distracted Driving	12/9/2024 12:53 PM
126	Inadequate bike lanes or paths	12/9/2024 11:46 AM
127	Distracted Driving	12/9/2024 11:38 AM
128	Distracted driving	12/9/2024 11:10 AM
129	Lack of access for people w/ disabilities	12/9/2024 10:03 AM
130	Elderly drivers	12/9/2024 9:28 AM
131	Distracted Driving	12/9/2024 7:35 AM
132	view blocked when turning	12/8/2024 5:23 PM
133	Running stop signs	12/8/2024 5:13 PM
134	Poorly Maintained roads	12/8/2024 4:30 PM
135	Texting while driving	12/8/2024 2:18 PM
136	That underpass	12/8/2024 12:50 PM
137	View blocked when turning	12/8/2024 6:49 AM
138	View blocked while turning	12/8/2024 6:30 AM
139	People ignoring traffic laws	12/7/2024 11:15 PM
140	View blocked when turning	12/7/2024 7:38 AM



## Iron County Safety Action Plan Survey

141	Kids crossing the roads safely	12/7/2024 6:46 AM
142	Distracted Driving	12/6/2024 9:03 PM
143	View blocked when turning	12/6/2024 5:56 PM
144	Aggressive driving	12/6/2024 3:22 PM
145	Yielding to Pedestrians	12/6/2024 1:57 PM
146	Aggressive drivers	12/6/2024 1:53 PM
147	Traffic Laws	12/6/2024 1:18 PM
148	Inadequate street lighting.	12/6/2024 12:39 PM
149	pedestrian safety in school zones	12/6/2024 12:38 PM
150	Aggressive drivers	12/6/2024 12:29 PM
151	Traffic light timing	12/6/2024 12:11 PM
152	Drivers being aware of pedestrians and cyclists	12/6/2024 11:27 AM
153	Many roads are just big enough for the big vehicles traveling Iron county roads and any persons on the side of the road (walking, running, biking) can create a potentially deadly situation	12/6/2024 11:25 AM
154	Street conditions	12/6/2024 11:20 AM
155	View blocked when turning	12/6/2024 11:10 AM
156	Parowan needs bike lanes everywhere. We have two bike shops and everyone is out riding and it's dangerous!	12/6/2024 11:10 AM
157	Aggressive Driving	12/6/2024 11:04 AM
158	Distracted driving	12/6/2024 10:25 AM
159	Blocked view while turning	12/6/2024 10:23 AM
160	Distracted driving	12/6/2024 10:11 AM
161	Drivers failing to yield to bikes	12/6/2024 10:04 AM
162	Lack of traffic light	12/6/2024 10:03 AM
163	Street lighting, particularly on Cross Hollow Road	12/6/2024 9:59 AM
164	Redlight running	12/6/2024 9:51 AM
165	too many unnecessary stop signs	12/6/2024 9:48 AM
166	Distracted driving people on their phones	12/6/2024 9:22 AM
167	Lack of bike lanes	12/6/2024 9:19 AM
168	Pedestrians walking in front of moving vehicles	12/6/2024 9:12 AM
169	Lack of access for people with disabilities	12/6/2024 9:05 AM
170	vision while turning	12/6/2024 9:00 AM
171	Lack of access for people with disabilities	12/6/2024 8:41 AM
172	Red light running	12/6/2024 8:34 AM
173	View blocked when turning	12/6/2024 8:27 AM
174	Not enough street lighting	12/6/2024 8:09 AM
175	Missing or broken sidewalks	12/6/2024 8:07 AM
176	Distracted Driving	12/6/2024 7:50 AM



# Iron County Safety Action Plan Survey

177	Running Red lights	12/6/2024 7:50 AM
178	Distracted Driving	12/6/2024 7:46 AM
179	Distracted driving	12/6/2024 7:24 AM
180	View blocked when turning	12/6/2024 2:09 AM
181	Narrow, broken, and missing sidewalks	12/6/2024 12:40 AM
182	Not Enough Time to Cross the Street	12/6/2024 12:32 AM
183	Failure to stop	12/6/2024 12:18 AM
184	Distracted driving	12/6/2024 12:14 AM
185	Telling the roads apart.	12/6/2024 12:11 AM
186	Distracted driving	12/5/2024 10:10 PM
187	Too many four way stops	12/5/2024 9:35 PM
188	Poorly maintained roads	12/5/2024 9:31 PM
189	People inching out because they cant see around vehicles	12/5/2024 9:24 PM
190	Pedestrian	12/5/2024 9:18 PM
191	Red light running/ not stopping at stop signs	12/5/2024 9:16 PM
192	Not enough street lights	12/5/2024 9:11 PM
193	Distracted driving	12/5/2024 8:09 PM
194	Speeding	12/5/2024 8:06 PM
195	High speeds	12/5/2024 7:49 PM
196	the safety of people walking due to drivers being distracted	12/5/2024 7:31 PM
197	Drivers failing to yield to pedestrians	12/5/2024 7:08 PM
198	People blatantly ignoring traffic rules	12/5/2024 7:04 PM
199	Not enough street lighting	12/5/2024 7:03 PM
200	Drivers failing to yield to pedestrians	12/5/2024 6:43 PM
201	aggressive driving	12/5/2024 6:38 PM
202	Not having safe sidewalks	12/5/2024 6:37 PM
203	Red light running	12/5/2024 6:26 PM
204	Red light running	12/5/2024 6:26 PM
205	People love speeding down the road like jerks.	12/5/2024 6:24 PM
206	Distracted driving	12/5/2024 6:18 PM
207	Distracted driving	12/5/2024 6:16 PM
208	Poor lighting or people walking without a flashlight	12/5/2024 6:00 PM
209	Sidewalks	12/5/2024 5:51 PM
210	View blocked when turning	12/5/2024 5:40 PM
211	distracted driving	12/5/2024 5:39 PM
212	Street lighting	12/5/2024 5:36 PM
213	Distracted driving	12/5/2024 5:35 PM
214	Drivers failing to yield to pedestrians and cyclists	12/5/2024 5:31 PM



# Iron County Safety Action Plan Survey

215	Angry Tail Gating Drivers who are Speeding	12/5/2024 5:29 PM
216	Distracted driving	12/5/2024 5:25 PM
217	Not enough traffic lights to handle growth	12/5/2024 5:24 PM
218	Not enough street lights around campus, especially the 4 way stop at the football field	12/5/2024 5:14 PM
219	Missing sidewalks	12/5/2024 5:03 PM
220	View blocked when turning	12/5/2024 4:46 PM
221	School Zones	12/5/2024 4:40 PM
222	Drivers swerving	12/5/2024 4:33 PM
223	poorly maintained roads	12/5/2024 4:31 PM
224	Kids riding bikes carelessly	12/5/2024 4:28 PM
225	Poorly maintained roads	12/5/2024 4:26 PM
226	drivers running red lights, particularly drivers turning left at major intersections	12/5/2024 4:22 PM
227	Aggressive driving	12/5/2024 4:22 PM
228	View blocked when turning	12/5/2024 4:16 PM
229	people ignoring traffic laws while driving	12/5/2024 4:14 PM
230	Red light running. Particularly where there either aren't turn lights or where they never actually go green, only flashing yellow.	12/5/2024 4:13 PM
231	Blocked turns	12/5/2024 4:12 PM
232	Drivers not yielding to pedestrians and bikes	12/5/2024 4:12 PM
233	view blocked when turning	12/5/2024 4:11 PM
234	Running of red lights	12/5/2024 4:09 PM
235	Lack of sidewalks and safe pathways for pedestrians	12/5/2024 4:08 PM
236	Traffic laws/running red lights	12/5/2024 4:07 PM
237	High vehicle speeds	12/5/2024 4:04 PM
238	Distracted Driving	12/5/2024 3:59 PM
239	Drivers failing to yield to pedestrians and cyclists	12/5/2024 3:59 PM
240	Distracted driving	12/5/2024 3:56 PM
241	Other (young drivers on side-by-sides)	12/5/2024 3:55 PM
242	high vehicle speeds	12/5/2024 3:52 PM
243	Not stopping at stop signs	12/5/2024 3:51 PM
244	Not enough street lighting	12/5/2024 3:47 PM
245	View blocked when turning	12/5/2024 3:46 PM
246	Red light running	12/5/2024 3:46 PM
247	Redlight running/not stopping at stop signs	12/5/2024 3:44 PM
248	Bad sidewalks	12/5/2024 3:43 PM
249	drivers failing to yield to pedestrians and cyclist	12/5/2024 3:43 PM
250	Aggressive Driving	12/5/2024 3:43 PM
251	Drivers failing to yield to pedestrians and cyclists.	12/5/2024 3:42 PM
252	Not Enough Street Lighting	12/5/2024 3:41 PM



## Iron County Safety Action Plan Survey

253	High vehicle speeds	12/5/2024 3:40 PM
254	Redlight running/not stopping at stop signs	12/5/2024 3:39 PM
255	Distracted Drivers	12/5/2024 3:39 PM
256	Red light running	12/5/2024 3:39 PM
257	Not enough street lighting	12/5/2024 3:38 PM
258	Distracted driving	12/5/2024 3:38 PM
259	Pedestrian safety, especially around the SUU campus	12/5/2024 3:37 PM
260	People ignoring traffic laws	12/5/2024 3:37 PM
261	People need more sidewalks and walking paths. We also need more bike lanes. In general we need to be more pedestrian friendly. At the very least this needs to happen around "town" and HWY 56, Cross hollow, basically all the areas near SUU so that students without a vehicle can live and work here.	12/5/2024 3:37 PM
262	Distracted driving	12/5/2024 3:37 PM
263	Not enough lighting	12/5/2024 3:36 PM
264	Not enough sidewalks and cross walks	12/5/2024 3:34 PM
265	Distracted driving	12/5/2024 3:34 PM
266	Lack of access for people with disabilities	12/5/2024 3:34 PM
267	Not enough crosswalks	12/5/2024 3:33 PM
268	No signaling	12/5/2024 3:33 PM
269	View Blocked	12/5/2024 3:31 PM
270	View blocked when turning	12/5/2024 3:31 PM
271	Congestion/traffic	12/5/2024 3:31 PM
272	not enough street lighting	12/5/2024 3:30 PM
273	Aggressive driving	12/5/2024 3:30 PM
274	It is so dangerous to be a pedestrian. I have had so many near misses.	12/5/2024 3:04 PM
275	View blocked when turning on the intersection of center and main in Parowan	12/5/2024 2:32 PM
276	It is so dangerous to be a pedestrian. I have had so many near misses.	12/5/2024 1:19 PM
277	Sidewalks are in horrible condition. Lifted, missing, icy, occluded with trees/shrubs.	12/5/2024 12:43 PM
278	Sidewalks	12/5/2024 11:47 AM
279	Poorly maintained roads	12/5/2024 11:18 AM
280	Impatient drivers	12/5/2024 10:20 AM
281	Too many cars on the small road	12/4/2024 9:05 PM
282	No lines painted	12/4/2024 12:33 AM
283	Turning left	12/2/2024 9:26 PM
284	Extreme congestion	12/2/2024 9:20 PM
285	High speeds & lack of enforcement	11/30/2024 5:28 PM
286	ivingDistdracted	11/27/2024 10:40 AM
287	Pedestrian safety in school zones	11/26/2024 8:56 AM
288	View blocked when turning	11/26/2024 7:40 AM



## Iron County Safety Action Plan Survey

289	Poorly maintained roads	11/25/2024 2:10 PM
290	Spending through kanarraville and hwy91	11/24/2024 6:29 AM
291	Blind spot on left turn onto old us hwy 91 from southbound 15	11/23/2024 4:53 PM
292	Vehicles parked on the side of the road obstructing view from cars to either cross the street safely walking or in a car.	11/22/2024 11:25 AM
293	Aggressive driveing	11/22/2024 10:59 AM
294	Increased traffic on older unimproved roads	11/22/2024 10:19 AM
295	Bike lanes iron county needs more	11/21/2024 9:45 PM
296	Missing sidewalks	11/21/2024 9:29 PM
297	Iron County has a reputation for drivers being very aggressive towards cyclists. Many people who move here and are use to cycling on the roads sell their bikes due to being so unsafe.	11/21/2024 8:17 PM
298	See other	11/21/2024 4:11 PM
299	Aggressive Driving	11/21/2024 12:14 PM
300	Poorly maintained roads	11/21/2024 12:05 PM
301	Missing or inadequate bike lanes	11/21/2024 11:19 AM
302	Too many cars on the small road	11/21/2024 11:13 AM
303	South Interchange needs to have another lane added in both directions.	11/21/2024 11:06 AM
304	Rouge/Extreme Speeding	11/21/2024 10:17 AM
305	Distracted Driving	11/21/2024 9:56 AM
306	View blocked when turning	11/21/2024 9:54 AM
307	View blocked when turning	11/21/2024 9:52 AM
308	Aggressive driving	11/21/2024 9:49 AM
309	Winter weather!!!!	11/21/2024 9:45 AM
310	speed	11/21/2024 9:41 AM
311	Missing bike lanes	11/21/2024 9:38 AM
312	Queuing at lights	11/21/2024 9:32 AM
313	High speeds	11/21/2024 9:29 AM
314	Distracted Driving	11/21/2024 9:26 AM
315	Not enough street lighting.	11/21/2024 9:22 AM
316	Distracted Driving	11/21/2024 9:15 AM
317	High vehicle speeds	11/21/2024 9:05 AM
318	running red lights	11/21/2024 8:55 AM
319	Not enough street lighing	11/21/2024 8:53 AM
320	Pedestrian safety in school zones	11/21/2024 8:53 AM
321	Traffic congestion, especially around school zones.	11/21/2024 8:50 AM
322	Not enough left green turn lights at crucial intersections	11/21/2024 8:19 AM
323	Speeding on W600S near Cedar High School	11/21/2024 7:58 AM
324	Speeding	11/20/2024 6:03 PM
325	People ignoring traffic laws	11/20/2024 6:02 PM



# Iron County Safety Action Plan Survey

326	Redlight running	11/20/2024 5:57 PM
327	Not enough street lighting.	11/20/2024 5:55 PM
328	View block	11/20/2024 5:52 PM
329	Speeds	11/20/2024 5:51 PM
330	Distracted Driving	11/20/2024 5:49 PM
331	Red Light & Stop Sign Violation	11/20/2024 5:46 PM
332	View blocked while turning	11/20/2024 5:44 PM
333	Aggressive driving	11/20/2024 5:42 PM
334	tailgating	11/20/2024 5:40 PM
335	Pedestrian Safety	11/20/2024 5:37 PM
336	Tail gating	11/20/2024 5:12 PM
337	GRID LOCKING	11/20/2024 2:25 PM
338	Distracted Drivers	11/20/2024 1:05 PM
339	Distracted driving	11/20/2024 1:00 PM
340	Road maintenance, old highway 91	11/20/2024 12:55 PM
341	School Zones.	11/20/2024 12:45 PM
342	Poorly maintained roads	11/20/2024 12:25 PM
343	Sufficient Active transportation lanes	11/16/2024 3:31 PM
344	Distractive driver	11/15/2024 1:24 PM
345	People ignoring traffic laws	11/14/2024 2:55 PM
346	Bicycle safety	10/17/2024 8:40 PM
347	Missing or inadequate bike lanes	10/17/2024 7:39 PM
348	Distracted driving	10/17/2024 5:24 PM
#	CONCERN 2	DATE
1	Aggressive driving	1/30/2025 10:10 PM
2	Not enough crosswalks	1/30/2025 1:46 PM
3	View blocked when turning	1/27/2025 9:32 PM
4	bike lanes / emergency lanes	1/27/2025 9:01 AM
5	Damaged roads	1/26/2025 7:33 PM
6	Bridge accessing 91 is freaking SCARY. Yikes.	1/26/2025 9:07 AM
7	Blocked views	1/25/2025 4:06 PM
8	People running stop signs	1/25/2025 2:54 PM
9	Missing Sidewalks	1/25/2025 1:34 PM
10	failure to signal it is a big deal	1/25/2025 11:05 AM
11	High vehicle speeds	1/25/2025 10:24 AM
12	Poorly maintained roads	1/25/2025 9:39 AM
13	Poorly maintained roads	1/25/2025 9:29 AM
14	Speeding	1/25/2025 8:28 AM



## Iron County Safety Action Plan Survey

15	very high speeds	1/25/2025 8:26 AM
16	Road maintenance	1/25/2025 8:08 AM
17	Lack of sidewalks and/or bike lanes along frequently traveled roads	1/25/2025 5:29 AM
18	Speedung	1/24/2025 6:06 PM
19	Blocked View	1/24/2025 5:27 PM
20	We need more bike/pedestrian pathways around town and up Parowan Canyon	1/24/2025 5:14 PM
21	Driving to fast on Main St.	1/24/2025 4:35 PM
22	Aggressive driving	1/24/2025 4:17 PM
23	Distracted drivers	1/24/2025 4:11 PM
24	Not stoping for stop signs	1/24/2025 4:05 PM
25	No sidewalk	1/24/2025 2:54 PM
26	Poor sidewalks	1/24/2025 1:59 PM
27	More lights on roads	1/24/2025 1:03 PM
28	No sidewalks	1/24/2025 1:03 PM
29	Running stop signs in Parawan	1/24/2025 1:01 PM
30	Bad road conditions	1/24/2025 1:00 PM
31	Poorly maintained roads	1/24/2025 12:43 PM
32	No walking paths	1/24/2025 12:42 PM
33	200 S is a residential street NOT for Commercial vehicles using 200South from Maverick to Canyon Road	1/24/2025 12:41 PM
34	Pedestrian/school crossings	1/24/2025 12:33 PM
35	Road maintenance	1/24/2025 12:22 PM
36	Missing bike infrastructure	1/21/2025 10:46 AM
37	Missing bike infrastructure	1/21/2025 8:37 AM
38	Narrow, broken sidewalks	1/19/2025 4:58 PM
39	More crosswalks	1/18/2025 5:14 PM
40	Distracted drivers	1/18/2025 6:19 AM
41	Pedestrian crosswalks not painted or designated in Parowan ated at critical crossings	1/17/2025 10:36 AM
42	Inadequate bike lanes	1/15/2025 6:58 PM
43	Need more paths/trails	1/14/2025 11:43 PM
44	Inability at intersections to see oncoming traffic due to large vehicles or trailers, parked too close to the intersection	1/13/2025 8:29 PM
45	Inability at intersections to see oncoming traffic due to large vehicles or trailers, parked too close to the intersection	1/13/2025 8:29 PM
46	High Vehicle Speeds	1/13/2025 1:28 PM
47	Ignoring traffic laws	1/13/2025 1:13 PM
48	Speeding	1/13/2025 11:27 AM
49	Roads aren't adequate for pedestrian or bicycle traffic	1/12/2025 1:59 PM
50	Pulling onto busy street without space	1/11/2025 2:07 PM
51	High vehicle speeds	1/9/2025 5:41 PM



## Iron County Safety Action Plan Survey

52	Not enough crosswalks	1/8/2025 5:11 PM
53	Dedicated bike lanes	1/8/2025 2:02 PM
54	Slow down	1/7/2025 11:07 AM
55	people not looking where they are going	1/7/2025 10:24 AM
56	Intersection of 56 and cross hollow. Congestion is causing frequent accidents to occur	1/6/2025 5:39 PM
57	View blocked when turning	1/6/2025 11:10 AM
58	road conditions	1/6/2025 9:12 AM
59	Not enough crosswalks in town	1/4/2025 8:47 AM
60	Distracted drivers.	1/3/2025 8:38 PM
61	People ignoring traffic laws while driving	1/3/2025 9:07 AM
62	Broken sidewalks	1/3/2025 6:50 AM
63	Broken sidewalks	1/2/2025 8:36 PM
64	Missing Sidewalk	1/2/2025 8:19 PM
65	Missing sidewalks	1/2/2025 7:16 PM
66	High Vehicle speeds, especially on Old Minersville Highway.	1/2/2025 7:06 PM
67	Missing sidewalks or bike lanes.	1/2/2025 1:32 PM
68	Missing or inadequate bike lanes or paths	1/2/2025 11:22 AM
69	Drivers driving on walk/bike lane on Cove Drive. No proper marking's & have had numerous drivers almost hit me countless times.	1/2/2025 11:15 AM
70	Bike lanes	1/2/2025 10:47 AM
71	distracted driving	1/2/2025 10:21 AM
72	view blocked when turning	12/31/2024 12:27 PM
73	There is no way for someone with limited abilities to feel safe on our sidewalks not to mention that if you are using anything with wheels (like a stroller or a wheelchair) more often you are forced into the street by poorly maintained sidewalks that slant every which way.	12/31/2024 10:19 AM
74	Distracted driving	12/31/2024 10:05 AM
75	Aggressive driving around cyclists (people don't obey the laws around cyclists).	12/31/2024 9:55 AM
76	Need more sidewalks	12/31/2024 9:23 AM
77	Missing or inadequate bike land or paths	12/31/2024 9:19 AM
78	Accidents at Iron Springs Rd and hwy 56	12/23/2024 6:33 PM
79	Drivers failing to yield to pedestrians and cyclists.	12/23/2024 11:22 AM
80	Sidewalks	12/23/2024 10:00 AM
81	Redlight running	12/23/2024 9:57 AM
82	Distracted driving	12/23/2024 9:56 AM
83	View blocked when turning	12/23/2024 9:54 AM
84	Distracted driving	12/23/2024 9:51 AM
85	Distracted driving	12/23/2024 9:50 AM
86	Speeding	12/22/2024 10:58 AM
87	Congested traffic flow- we are growing	12/20/2024 9:45 PM



# Iron County Safety Action Plan Survey

88	Distracted drivers	12/20/2024 5:32 PM
89	Red light running	12/20/2024 4:10 PM
90	Speed	12/19/2024 8:49 PM
91	Distracted driving	12/19/2024 8:44 PM
92	Aggressive driving	12/19/2024 4:40 PM
93	In some areas we have insufficient crosswalks. In others, individuals are simply too lazy to walk to the locations where crosswalks are	12/19/2024 3:14 PM
94	Dangerous intersection at Iron Springs and 56	12/19/2024 11:45 AM
95	Speeds, especially on 5700 w	12/19/2024 8:03 AM
96	sign swingers on corners	12/19/2024 6:52 AM
97	Lack of a coordinated system of bike lanes and paths, including equestrian paths	12/18/2024 4:11 PM
98	Safety in school Zones	12/18/2024 12:37 PM
99	Aggressive driving	12/18/2024 11:43 AM
100	It is difficult to see Heather Hue when traveling North Bound on highway 91.	12/18/2024 10:57 AM
101	Aggressive driving	12/18/2024 10:26 AM
102	Obstruction at intersections	12/18/2024 7:22 AM
103	aggressive driving	12/17/2024 6:44 AM
104	Failing to yield to pedestrians/bikes	12/15/2024 8:11 AM
105	Inadequate sidewalks for walkers on roadways	12/14/2024 8:16 PM
106	Distracted driving	12/13/2024 10:28 PM
107	not enough street lighting	12/13/2024 2:09 PM
108	Ignoring traffic laws	12/13/2024 10:37 AM
109	Bright Headlights	12/11/2024 2:37 PM
110	Poorly maintained roads	12/11/2024 12:19 PM
111	Distracted driving	12/11/2024 10:00 AM
112	Not enough street lighting	12/10/2024 2:51 PM
113	Aggressive Driving	12/10/2024 2:21 PM
114	Pedestrians wandering across the street looking at phones	12/10/2024 11:19 AM
115	Distracted driving	12/10/2024 8:41 AM
116	Distracted Driving	12/9/2024 9:07 PM
117	Missing or inadequate bike lanes/paths	12/9/2024 8:06 PM
118	People ignoring traffic laws	12/9/2024 1:27 PM
119	Drivers failing to yield to pedestrians and bicycles	12/9/2024 12:53 PM
120	Narrow broken or missing sidewalks	12/9/2024 11:46 AM
121	View Blocked when Turning	12/9/2024 11:38 AM
122	High vehicle speeds	12/9/2024 11:10 AM
123	Distracted driving	12/9/2024 10:03 AM
124	Distracted driving	12/9/2024 9:28 AM
125	Deer/wildlife on Roads	12/9/2024 7:35 AM



## Iron County Safety Action Plan Survey

126	high vehicle speeds	12/8/2024 5:23 PM
127	High speed	12/8/2024 5:13 PM
128	distracted driving	12/8/2024 4:30 PM
129	Running yellow lights too close	12/8/2024 2:18 PM
130	Police not obeying the traffic laws and almost hitting people	12/8/2024 12:50 PM
131	Missing or inadequate bike lanes or paths	12/8/2024 6:49 AM
132	Missing bike/scooter/exerciser lane	12/8/2024 6:30 AM
133	Pedestrian safety in school zones	12/7/2024 11:15 PM
134	Distracted Driving	12/7/2024 7:38 AM
135	Tourist traffic	12/7/2024 6:46 AM
136	High Speed Vehicles	12/6/2024 9:03 PM
137	Not enough crosswalks	12/6/2024 5:56 PM
138	Distracted driving	12/6/2024 3:22 PM
139	Blocked Views	12/6/2024 1:57 PM
140	Vehicle speeds	12/6/2024 1:53 PM
141	Distracted Driving	12/6/2024 1:18 PM
142	Dedicated green turn arrows in intersections/not enough time to turn or cross the street.	12/6/2024 12:39 PM
143	impatient/aggressive driving	12/6/2024 12:38 PM
144	Speeding	12/6/2024 12:29 PM
145	Street lights in turning areas	12/6/2024 12:11 PM
146	Distracted driving	12/6/2024 11:27 AM
147	On many of the back roads between Cedar and Enoch there is little concern for the speed limit or indications of no passing	12/6/2024 11:25 AM
148	Street lighting	12/6/2024 11:20 AM
149	Bad drivers	12/6/2024 11:10 AM
150	Parowan needs more sidewalks. We shouldn't have to walk in the dirt or on private property or easements that are so muddy we slip and slide.	12/6/2024 11:10 AM
151	Distracted Driving	12/6/2024 11:04 AM
152	Failure to yield	12/6/2024 10:25 AM
153	Failure to yield	12/6/2024 10:23 AM
154	Pedestrian traffic	12/6/2024 10:11 AM
155	Aggressive drivers	12/6/2024 10:04 AM
156	High traffic shopping areas (Walmart) where semi's park on the side of the road and you can't see properly to enter traffic	12/6/2024 9:59 AM
157	Drivers failing to yield to pedestrians and cyclists	12/6/2024 9:51 AM
158	Not enough street lighting	12/6/2024 9:48 AM
159	Drivers failing to yield to pedestrians	12/6/2024 9:22 AM
160	Not enough crosswalks (especially on Main Street)	12/6/2024 9:19 AM
161	Distracted driving	12/6/2024 9:12 AM



# Iron County Safety Action Plan Survey

162	view blocked when turning	12/6/2024 9:05 AM
163	missing sidewalks	12/6/2024 9:00 AM
164	High vehicle speeds	12/6/2024 8:41 AM
165	Aggressive driving	12/6/2024 8:34 AM
166	distracted driving	12/6/2024 8:27 AM
167	Distracted driving	12/6/2024 8:09 AM
168	Not enough bike lanes	12/6/2024 8:07 AM
169	Aggressive Driving	12/6/2024 7:50 AM
170	my "Other" concern. This is bad, real bad!!!	12/6/2024 7:50 AM
171	Aggressive Driving	12/6/2024 7:46 AM
172	missing bike lanes and paths	12/6/2024 7:24 AM
173	Distracted driving	12/6/2024 2:09 AM
174	Pedestrian safety in school zones	12/6/2024 12:40 AM
175	View Blocked when Turning	12/6/2024 12:32 AM
176	Aggressive driving, particularly turning left in busy traffic	12/6/2024 12:18 AM
177	Excessive speed	12/6/2024 12:14 AM
178	Not very much street lighting on non main roads.	12/6/2024 12:11 AM
179	failure to yield to pedestrians	12/5/2024 10:10 PM
180	Not enough crosswalks	12/5/2024 9:35 PM
181	Drivers not waiting for pedestrians	12/5/2024 9:31 PM
182	Use of middle lane, suicide lane	12/5/2024 9:24 PM
183	Ignoring traffic laws	12/5/2024 9:18 PM
184	Distracted driving	12/5/2024 9:16 PM
185	Poorly maintained roads	12/5/2024 9:11 PM
186	People ignoring traffic laws while driving	12/5/2024 8:09 PM
187	Distracted drivers	12/5/2024 8:06 PM
188	Not enough time to cross the street	12/5/2024 7:49 PM
189	speeding and swerving around cars going the speed limit	12/5/2024 7:31 PM
190	Red light running/not stopping at stop signs	12/5/2024 7:08 PM
191	Lack of pedestrian awareness	12/5/2024 7:04 PM
192	Poorly maintained roads	12/5/2024 7:03 PM
193	View blocked when turning	12/5/2024 6:43 PM
194	narrow, broken, or missing sidewalks	12/5/2024 6:38 PM
195	No lighting at dark	12/5/2024 6:37 PM
196	Distracted driving	12/5/2024 6:26 PM
197	Distracted driving	12/5/2024 6:26 PM
198	There's not enough crosswalks.	12/5/2024 6:24 PM
199	Aggressive driving	12/5/2024 6:18 PM



# Iron County Safety Action Plan Survey

200	Aggressive drivers	12/5/2024 6:16 PM
201	Jaywalking	12/5/2024 6:00 PM
202	Bike Lanes	12/5/2024 5:51 PM
203	Distracted driving	12/5/2024 5:40 PM
204	blocked views	12/5/2024 5:39 PM
205	Potholes and horrible roads	12/5/2024 5:36 PM
206	Aggressive or thoughtless driving	12/5/2024 5:35 PM
207	Not enough crosswalks	12/5/2024 5:31 PM
208	Time to turn at a light, people speeding thru the yellow when they should have stopped	12/5/2024 5:25 PM
209	distracted driving	12/5/2024 5:24 PM
210	All of the entrances to get anywhere are so deep and I hear people scraping their cars so often because of the aggressive dips	12/5/2024 5:14 PM
211	Not enough cross walks	12/5/2024 5:03 PM
212	Narrow, broken, or missing sidewalks.	12/5/2024 4:46 PM
213	Distracted Driving	12/5/2024 4:40 PM
214	Drivers 15 under speed limit with no hazards	12/5/2024 4:33 PM
215	distracted driving	12/5/2024 4:31 PM
216	Pedestrian safety in school zones	12/5/2024 4:28 PM
217	Distracted Driving	12/5/2024 4:26 PM
218	Drivers ignoring traffic laws	12/5/2024 4:22 PM
219	People ignoring traffic laws while driving	12/5/2024 4:22 PM
220	not enough crosswalks (around the SUU area)	12/5/2024 4:16 PM
221	pedestrian safety in school zones	12/5/2024 4:14 PM
222	Aggressive driving	12/5/2024 4:13 PM
223	Inadequate lighting esp. around SUU	12/5/2024 4:12 PM
224	dravers failing to yeild to pedestrians	12/5/2024 4:09 PM
225	Lack of bike paths	12/5/2024 4:08 PM
226	Lack of bike lanes	12/5/2024 4:07 PM
227	Not enough street lighting	12/5/2024 4:04 PM
228	Redlight Running	12/5/2024 3:59 PM
229	Distracted driving	12/5/2024 3:59 PM
230	Running stop signs	12/5/2024 3:56 PM
231	Drivers failing to yeild	12/5/2024 3:55 PM
232	distracted driving	12/5/2024 3:52 PM
233	View blocked when turning	12/5/2024 3:51 PM
234	Some parking lot "driveways" are very deep and cause damage to cars. I'm specifically thinking of businesses along Main Street in Cedar City.	12/5/2024 3:47 PM
235	Red light running	12/5/2024 3:46 PM
236	Aggressive driving	12/5/2024 3:46 PM



# Iron County Safety Action Plan Survey

237	View blocked when turning	12/5/2024 3:44 PM
238	blocked view when turning	12/5/2024 3:43 PM
239	Aggressive driving	12/5/2024 3:43 PM
240	Ignoring traffic laws while driving	12/5/2024 3:43 PM
241	View blocked when turning.	12/5/2024 3:42 PM
242	Distracted Driving	12/5/2024 3:41 PM
243	redlight running/not stopping at stop signs	12/5/2024 3:40 PM
244	Drivers failing to yield to pedestrians and cyclists	12/5/2024 3:39 PM
245	Drivers ignoring traffic laws	12/5/2024 3:39 PM
246	View blocked while turning	12/5/2024 3:39 PM
247	Inadequate bike lanes	12/5/2024 3:38 PM
248	View blocked when turning	12/5/2024 3:38 PM
249	Distracted drivers looking at their cell phone	12/5/2024 3:37 PM
250	Aggressive Driving	12/5/2024 3:37 PM
251	More crosswalks would be very helpful. Some areas do not have crosswalks and they are really needed.	12/5/2024 3:37 PM
252	Failing to yield	12/5/2024 3:37 PM
253	People ignoring traffic laws	12/5/2024 3:36 PM
254	View Blocked when turning	12/5/2024 3:34 PM
255	People ignoring traffic laws while driving	12/5/2024 3:34 PM
256	Poorly maintained roads	12/5/2024 3:34 PM
257	View blocked when turning	12/5/2024 3:33 PM
258	People ignoring laws	12/5/2024 3:33 PM
259	Lack of left turn light	12/5/2024 3:31 PM
260	Not enough time to cross the street	12/5/2024 3:31 PM
261	poorly maintained roads	12/5/2024 3:30 PM
262	Street lighting	12/5/2024 3:30 PM
263	Distracted drivers.	12/5/2024 3:04 PM
264	Street lighting in Parowan because of deer	12/5/2024 2:32 PM
265	Distracted drivers.	12/5/2024 1:19 PM
266	Cars who roll through stop signs. Speeding.	12/5/2024 12:43 PM
267	Blocked views when turning	12/5/2024 11:47 AM
268	Not enough sidewalks	12/5/2024 11:18 AM
269	drivers not respecting slow moving vehicles. - tractors, livestock hauling equipment etc	12/5/2024 10:20 AM
270	The roads aren't striped properly	12/4/2024 9:05 PM
271	Poorly maintained roads	12/4/2024 12:33 AM
272	Crowded streets	12/2/2024 9:26 PM
273	Red light running	12/2/2024 9:20 PM
274	Aggressive driving ad lack of enforcement	11/30/2024 5:28 PM



## Iron County Safety Action Plan Survey

275	Agggresive driving	11/27/2024 10:40 AM
276	Distracted Drivers	11/26/2024 8:56 AM
277	People ignoring traffic laws	11/26/2024 7:40 AM
278	View blocked when turning	11/25/2024 2:10 PM
279	View blocked	11/24/2024 6:29 AM
280	Poorly maintained roads	11/23/2024 4:53 PM
281	Pedesrin safety in school zones	11/22/2024 11:25 AM
282	View blocked	11/22/2024 10:59 AM
283	Wear & tear from continuous commercial traffic (larger, heavier) vehicles	11/22/2024 10:19 AM
284	WAY SLOWER SPEED ON MAIN STREET	11/21/2024 9:45 PM
285	Not enough crosswalks	11/21/2024 9:29 PM
286	Distracted driving is out of control. every time I look around I see people on their phones.	11/21/2024 8:17 PM
287	Poorly maintained roads	11/21/2024 4:11 PM
288	Distracted Driving	11/21/2024 12:14 PM
289	Aggressive driving	11/21/2024 12:05 PM
290	Drivers failing to yield to pedestrians and cyclists	11/21/2024 11:19 AM
291	The roads aren't striped properly	11/21/2024 11:13 AM
292	Main street needs another lane added in both directions.	11/21/2024 11:06 AM
293	Sunday Free For All (Inadequate police coverage)	11/21/2024 10:17 AM
294	high vehicle speeds	11/21/2024 9:56 AM
295	Distracted driving	11/21/2024 9:54 AM
296	redlight running	11/21/2024 9:52 AM
297	not enough crosswalks	11/21/2024 9:49 AM
298	Disability access	11/21/2024 9:45 AM
299	people not following rules, running light	11/21/2024 9:41 AM
300	Ignoring traffic laws	11/21/2024 9:38 AM
301	Speed	11/21/2024 9:32 AM
302	Distracted driving	11/21/2024 9:29 AM
303	Red light & stop sign running	11/21/2024 9:26 AM
304	Aggressive Driving	11/21/2024 9:22 AM
305	high speeds	11/21/2024 9:15 AM
306	Distracted driving	11/21/2024 9:05 AM
307	high vechicle speeds	11/21/2024 8:55 AM
308	distracted driving	11/21/2024 8:53 AM
309	Narrow, broken or missing sidewalks	11/21/2024 8:53 AM
310	People parking close to corners so that drivers can't see traffic when turning	11/21/2024 8:50 AM
311	Poorly maintained roads (Parowan)	11/21/2024 8:19 AM
312	Too many driers on cell phones	11/21/2024 7:58 AM



# Iron County Safety Action Plan Survey

313	Aggressive Driving	11/20/2024 6:03 PM
314	View blocked when turning	11/20/2024 6:02 PM
315	Lack of access to folks w/ disabilities	11/20/2024 5:57 PM
316	Narrow broken, missing sidewalks	11/20/2024 5:55 PM
317	Distraction	11/20/2024 5:52 PM
318	Distracted Driving	11/20/2024 5:51 PM
319	Not enough time to cross street	11/20/2024 5:49 PM
320	Peds -v- Vehicle Yielding	11/20/2024 5:46 PM
321	Distracted driving	11/20/2024 5:44 PM
322	Red light running	11/20/2024 5:42 PM
323	short lights around railroads, not giving enough time to turn	11/20/2024 5:40 PM
324	Narrow, Missing Paths, Lanes	11/20/2024 5:37 PM
325	fast driving	11/20/2024 5:12 PM
326	POORLY ENGINEERED INTER SECTIONS SUCH AS THE ONE BY WALMART`	11/20/2024 2:25 PM
327	Safety in School Zoner	11/20/2024 1:05 PM
328	Speeding	11/20/2024 1:00 PM
329	Bike paths not on the highway	11/20/2024 12:55 PM
330	Not stopping at stop signs.	11/20/2024 12:45 PM
331	Sewer pot holes	11/20/2024 12:25 PM
332	Deteriorating roads	11/16/2024 3:31 PM
333	Sidewalks, not enough, or just to end	11/15/2024 1:24 PM
334	Redlight running/not stopping at stop signs	11/14/2024 2:55 PM
335	Pedestrian safety	10/17/2024 8:40 PM
336	People ignoring traffic laws while driving	10/17/2024 7:39 PM
337	View blocked when turning	10/17/2024 5:24 PM
#	CONCERN 3	DATE
1	Fast driving	1/30/2025 10:10 PM
2	People Ignoring traffic laws while driving	1/30/2025 1:46 PM
3	Distracted driving	1/27/2025 9:32 PM
4	Pot holes	1/26/2025 7:33 PM
5	Poorly maintained roas	1/25/2025 4:06 PM
6	More crosswalks needed on Main Street	1/25/2025 2:54 PM
7	Missing bike lanes	1/25/2025 1:34 PM
8	distracted driving... including me	1/25/2025 11:05 AM
9	Narrow, missing, or broken sidewalks	1/25/2025 10:24 AM
10	People ignoring traffic laws	1/25/2025 9:39 AM
11	People ignoring traffic laws	1/25/2025 9:29 AM
12	Increasing crime	1/25/2025 8:28 AM



## Iron County Safety Action Plan Survey

13	Sidewalks	1/25/2025 8:08 AM
14	Distracted drivers	1/25/2025 5:29 AM
15	No lighting	1/24/2025 6:06 PM
16	Road Maintenance	1/24/2025 5:27 PM
17	Get ride of the stop signs on 200 South in Parowan	1/24/2025 5:14 PM
18	Congestion around the Walmart.	1/24/2025 4:35 PM
19	Distracted driving	1/24/2025 4:17 PM
20	Narrow or missing sidewalks	1/24/2025 4:11 PM
21	Not enough police force./ Pulling over speeders	1/24/2025 4:05 PM
22	Aggressive drivers	1/24/2025 1:59 PM
23	People disobeying traffic laws	1/24/2025 1:03 PM
24	Speeding	1/24/2025 1:03 PM
25	Road maintenance	1/24/2025 1:01 PM
26	Distracted driving	1/24/2025 1:00 PM
27	Aggressive driving	1/24/2025 12:43 PM
28	Bike lanes	1/24/2025 12:42 PM
29	Speeding and lack of enforcement	1/24/2025 12:33 PM
30	distracted drivers	1/24/2025 12:22 PM
31	Aggressive driving	1/21/2025 10:46 AM
32	Aggressive driving	1/21/2025 8:37 AM
33	Not enough street lighting	1/19/2025 4:58 PM
34	Red light runners	1/18/2025 6:19 AM
35	Lack of bike lanes designated on major avenues in Parowan	1/17/2025 10:36 AM
36	View blocked while turning (can't see crossing traffic while stopped behind stop sign/white line)	1/15/2025 6:58 PM
37	View blocked when turning	1/14/2025 11:43 PM
38	Distracted Driving	1/13/2025 1:28 PM
39	Poorly maintained roads	1/13/2025 1:13 PM
40	Distracted driving	1/13/2025 11:27 AM
41	Distracted drivers	1/11/2025 2:07 PM
42	Drivers failing to yield to pedestrians and cyclists	1/9/2025 5:41 PM
43	Lack of access for people with disabilities	1/8/2025 5:11 PM
44	Dedicated, paved bike lanes	1/8/2025 2:02 PM
45	Beware	1/7/2025 11:07 AM
46	people not stopping at stop signs	1/7/2025 10:24 AM
47	With all of the new construction in the industrial center No of HW 56 west and all of the subdivisions going in to the South of HW 56, the congestion will become almost catastrophic. City planning needs to establish another East /West access road and a shopping center in west Cedar City to alleviate pushing most of cedar's shopping off of Center Street and the South exchange.	1/6/2025 5:39 PM
48	Distracted driving	1/6/2025 11:10 AM



## Iron County Safety Action Plan Survey

49	Poor views when turning	1/4/2025 8:47 AM
50	Poorly maintained roads	1/3/2025 9:07 AM
51	Narrow or no bike lanes	1/3/2025 6:50 AM
52	Narrow or no bike lanes	1/2/2025 8:36 PM
53	Confusing road markings	1/2/2025 8:19 PM
54	Road maintenance	1/2/2025 7:16 PM
55	Not enough street lighting, especially on 3000 N.	1/2/2025 7:06 PM
56	Yellow lights are too brief.	1/2/2025 1:32 PM
57	People ignoring traffic laws while driving	1/2/2025 11:22 AM
58	Drivers running stop signs	1/2/2025 11:15 AM
59	Left turn lanes	1/2/2025 10:47 AM
60	missing or inadequate bike lanes or paths	1/2/2025 10:21 AM
61	Lack of access for people with disabilities	12/31/2024 12:27 PM
62	I have had to teach my kids that green does not mean go. It means look and make sure everyone is stopping then go.	12/31/2024 10:19 AM
63	High speed	12/31/2024 10:05 AM
64	Poorly maintained roads. We need street cleaners and better quality roads.	12/31/2024 9:55 AM
65	Lack of access for people with disability	12/31/2024 9:19 AM
66	Traffic light needed on street that Iron Springs Elementary is on and Hwy 56	12/23/2024 6:33 PM
67	Distracted Driving	12/23/2024 11:22 AM
68	Street lighting	12/23/2024 10:00 AM
69	Ignoring traffic laws	12/23/2024 9:57 AM
70	Narrow sidewalks	12/23/2024 9:56 AM
71	Running red lights	12/23/2024 9:54 AM
72	Poorly maintained roads	12/23/2024 9:51 AM
73	Ignoring laws	12/23/2024 9:50 AM
74	Bike lanes	12/22/2024 10:58 AM
75	Crosswalks aren't lit up or painted often enough	12/20/2024 9:45 PM
76	Drivers failing to yeild	12/20/2024 5:32 PM
77	Missing bike lanes and paths	12/20/2024 4:10 PM
78	Tail gating	12/19/2024 8:49 PM
79	Drivers failing to yield to pedestrians	12/19/2024 8:44 PM
80	Distracted Driving	12/19/2024 4:40 PM
81	Aggressive or Distracted driving	12/19/2024 3:14 PM
82	Garbage on and by roads on the way to the landfill	12/19/2024 11:45 AM
83	Red light running, stop sign running	12/19/2024 8:03 AM
84	bike paths especially on the road in the valley where they are narrow.	12/19/2024 6:52 AM
85	Aggressive Driving	12/18/2024 12:37 PM
86	Illegal lane change	12/18/2024 11:43 AM



## Iron County Safety Action Plan Survey

87	Heavy traffic at light at Maverick and Bowling alley. I believe that it will just get worse.	12/18/2024 10:57 AM
88	Narrow, broken or kissing sidewalks	12/18/2024 10:26 AM
89	Distracted driving	12/18/2024 7:22 AM
90	distracted driving	12/17/2024 6:44 AM
91	Poorly maintained roads	12/15/2024 8:11 AM
92	Inadequate trails integrated within the community for leisure and exercise (within walking distance of cedar city communities) to foster health and fitness lifestyles	12/14/2024 8:16 PM
93	Aggressive Driving	12/13/2024 10:37 AM
94	Ignoring Traffic Laws	12/11/2024 2:37 PM
95	Distracted driving	12/11/2024 12:19 PM
96	View blocked when turning	12/11/2024 10:00 AM
97	Distracted driving	12/10/2024 2:51 PM
98	Poorly maintained roads	12/10/2024 2:21 PM
99	Pedestrians need light colored clothing or reflectors at night.	12/10/2024 11:19 AM
100	People ignoring traffic laws	12/10/2024 8:41 AM
101	Aggressive Driving	12/9/2024 9:07 PM
102	View blocked when turning	12/9/2024 8:06 PM
103	Inconsistently marked traffic lines/bike lanes	12/9/2024 1:27 PM
104	Aggressive driving	12/9/2024 12:53 PM
105	Distracted driving	12/9/2024 11:46 AM
106	Aggressive Driving	12/9/2024 11:38 AM
107	Deep gutters	12/9/2024 11:10 AM
108	Vehicle speeds	12/9/2024 10:03 AM
109	Drivers ignoring/being ignorant of the law	12/9/2024 9:28 AM
110	Narrow, broken, or missing sidewalks	12/9/2024 7:35 AM
111	aggressive driving	12/8/2024 5:23 PM
112	Ignoring school zones	12/8/2024 5:13 PM
113	people rolling thru stop signs	12/8/2024 4:30 PM
114	Using the DECELERATION lane for travel or to merge into traffic.	12/8/2024 2:18 PM
115	Gutters so deep and sharp they pop tires near 400 and Dewey	12/8/2024 12:50 PM
116	Not enough street lighting	12/8/2024 6:49 AM
117	Not enough street lighting	12/8/2024 6:30 AM
118	View blocked when turning	12/7/2024 11:15 PM
119	Rural county roads for ranchers - maintenance/grading	12/7/2024 6:46 AM
120	Pedestrians failing to look both ways before crossing the street	12/6/2024 9:03 PM
121	Aggressive driving	12/6/2024 5:56 PM
122	Narrow, broken, or missing sidewalks.	12/6/2024 3:22 PM
123	Street Lighting	12/6/2024 1:57 PM
124	Distracted drivers	12/6/2024 1:53 PM



## Iron County Safety Action Plan Survey

125	Red light/stop sign running	12/6/2024 1:18 PM
126	Well marked roads and lanes.	12/6/2024 12:39 PM
127	redlight running	12/6/2024 12:38 PM
128	Road conditions	12/6/2024 12:29 PM
129	Broken sidewalks	12/6/2024 11:27 AM
130	Light times	12/6/2024 11:20 AM
131	Not enough street lighting	12/6/2024 11:10 AM
132	200 in Parowan needs a lower speed limit. It now connects residential neighborhoods that are closer to the freeway with the rest of Parowan and it's unsafe!	12/6/2024 11:10 AM
133	Redlight Running	12/6/2024 11:04 AM
134	Not enough lighting	12/6/2024 10:25 AM
135	Bike lanes	12/6/2024 10:23 AM
136	Red light running	12/6/2024 10:11 AM
137	Missing or narrow sidewalks	12/6/2024 10:04 AM
138	Highway 56 needs more adequate sidewalks	12/6/2024 9:59 AM
139	No enough crosswalks	12/6/2024 9:51 AM
140	High vehicle speeds	12/6/2024 9:22 AM
141	Drivers failing to yield to pedestrians and bicyclists	12/6/2024 9:19 AM
142	Drivers failing to yield to pedestrians	12/6/2024 9:12 AM
143	Redlight running	12/6/2024 9:05 AM
144	Distracted driving	12/6/2024 8:41 AM
145	High vehicle speeds in residential neighborhoods	12/6/2024 8:34 AM
146	not enough street lighting	12/6/2024 8:27 AM
147	People ignoring traffic laws while driving	12/6/2024 8:09 AM
148	Drivers not looking for cyclists or pedestrians	12/6/2024 8:07 AM
149	Ignoring Traffic Laws	12/6/2024 7:50 AM
150	Pedestrians getting run over!	12/6/2024 7:50 AM
151	Drivers failing to yield to pedestrians	12/6/2024 7:46 AM
152	running red lights	12/6/2024 7:24 AM
153	People ignoring traffic laws	12/6/2024 2:09 AM
154	Drivers running/not stopping at stop signs	12/6/2024 12:40 AM
155	Not Enough Street Lighting	12/6/2024 12:32 AM
156	View blocked when turning	12/6/2024 12:18 AM
157	Poor visibility while turning	12/6/2024 12:14 AM
158	Lack of access for disabilities	12/5/2024 10:10 PM
159	Pedestrian safety	12/5/2024 9:35 PM
160	Confusing bike lanes at intersections	12/5/2024 9:31 PM
161	High vehicle speeds	12/5/2024 9:16 PM



## Iron County Safety Action Plan Survey

162	Views are blocked when turning and stop signs are blocked by low hanging trees	12/5/2024 9:11 PM
163	Missing or inadequate bike lanes or paths	12/5/2024 8:09 PM
164	Better planing of roadways by City.	12/5/2024 8:06 PM
165	Broken sidewalks/no sidealks	12/5/2024 7:49 PM
166	High speed vehicles	12/5/2024 7:08 PM
167	Unmaintained sidewalks	12/5/2024 7:04 PM
168	View blocked when turning	12/5/2024 7:03 PM
169	Distracted driving	12/5/2024 6:43 PM
170	view blocked when driving	12/5/2024 6:38 PM
171	Too many pot holes	12/5/2024 6:37 PM
172	People ignoring traffic laws	12/5/2024 6:26 PM
173	People ignoring traffic laws	12/5/2024 6:26 PM
174	People ignoring traffic laws	12/5/2024 6:18 PM
175	Not respecting bike lanes- people putting trash cans in bikes lanes forcing bikes into car traffic	12/5/2024 6:16 PM
176	It is hard to turn left anywhere in Cedar without a light	12/5/2024 6:00 PM
177	Bad Drivers	12/5/2024 5:51 PM
178	High vehicle speeds	12/5/2024 5:40 PM
179	drivers and pedestrians	12/5/2024 5:39 PM
180	Distracting driving	12/5/2024 5:36 PM
181	Red light running, aggressive or poorly timed left turns into traffic	12/5/2024 5:35 PM
182	Not enough street lighting	12/5/2024 5:31 PM
183	drivers failing to yield	12/5/2024 5:24 PM
184	NOT PLOWING ROADS GOOD ENOUGH	12/5/2024 5:14 PM
185	Drivers failing to yield to pedestrians	12/5/2024 5:03 PM
186	Distracted driving	12/5/2024 4:46 PM
187	Lack of Stopping at lights or stop signs	12/5/2024 4:40 PM
188	Lack of turning lane space	12/5/2024 4:33 PM
189	lack of access for people with disabilities	12/5/2024 4:31 PM
190	Aggressive driving	12/5/2024 4:28 PM
191	Not enough street lighting	12/5/2024 4:26 PM
192	Unnecessary blind corners	12/5/2024 4:22 PM
193	Other--Clearly painted roads. Stoplight at Iron Spring Elem/Hwy 56.	12/5/2024 4:22 PM
194	Aggressive driving	12/5/2024 4:16 PM
195	aggressive driving	12/5/2024 4:14 PM
196	Blocked views	12/5/2024 4:13 PM
197	Street Markings	12/5/2024 4:12 PM
198	views blocked when turning	12/5/2024 4:09 PM
199	Drivers failing to yield to pedestrians and cyclists	12/5/2024 4:08 PM



# Iron County Safety Action Plan Survey

200	Sidewalk maintenance/access for people with disabilities	12/5/2024 4:07 PM
201	Aggressive driving	12/5/2024 4:04 PM
202	View Blocked When Turning	12/5/2024 3:59 PM
203	Aggressive driving	12/5/2024 3:59 PM
204	Failing to yeild	12/5/2024 3:56 PM
205	View blocked	12/5/2024 3:55 PM
206	visibility impairments (signs, vegetation, parked vehicles)	12/5/2024 3:52 PM
207	Distracted driving	12/5/2024 3:51 PM
208	View blocked when turning	12/5/2024 3:47 PM
209	Ignoring traffic laws	12/5/2024 3:46 PM
210	Not enough time to turn on lights	12/5/2024 3:46 PM
211	Narrow, broken, or missing sidewalks.	12/5/2024 3:44 PM
212	distracted driving	12/5/2024 3:43 PM
213	Narrow, broken, missing sidewalks	12/5/2024 3:43 PM
214	Red light and stop sign runnning	12/5/2024 3:43 PM
215	People ignoring traffic laws while driving.	12/5/2024 3:42 PM
216	Poorly Maintained Roads	12/5/2024 3:41 PM
217	aggressive driving	12/5/2024 3:40 PM
218	View blocked when turning	12/5/2024 3:39 PM
219	Distracted driving	12/5/2024 3:39 PM
220	Pedestrian safety in school zones	12/5/2024 3:38 PM
221	Not enough street lighting	12/5/2024 3:38 PM
222	Drivers running red lights (speeding up when the light turns yellow)	12/5/2024 3:37 PM
223	Redlight running/not stopping at stop signs	12/5/2024 3:37 PM
224	Blocked view	12/5/2024 3:37 PM
225	High vehicle speeds	12/5/2024 3:36 PM
226	Not enough safety for cyclists	12/5/2024 3:34 PM
227	View blocked when turning	12/5/2024 3:34 PM
228	Not enough street lighting	12/5/2024 3:34 PM
229	Not stopping at stop signs	12/5/2024 3:33 PM
230	Distracted driving	12/5/2024 3:33 PM
231	Aggressive driving	12/5/2024 3:31 PM
232	Not enough street lighting	12/5/2024 3:31 PM
233	narrow, broken, missing sidewalks	12/5/2024 3:30 PM
234	Ignoring tragic laws	12/5/2024 3:30 PM
235	School zone safety	12/5/2024 2:32 PM
236	Bike lanes or paths that just end.	12/5/2024 12:43 PM
237	Bike trails	12/5/2024 11:47 AM



## Iron County Safety Action Plan Survey

238	Not enough street lights	12/5/2024 11:18 AM
239	Drivers speeding through a stop light while turning left & merging the the far right line mid turn.	12/5/2024 10:20 AM
240	Lack of warning signs	12/4/2024 9:05 PM
241	Not enough street lighting	12/4/2024 12:33 AM
242	Build up of traffic at stop lights	12/2/2024 9:26 PM
243	Distracted driving	12/2/2024 9:20 PM
244	Some street designs	11/30/2024 5:28 PM
245	Lighting and adequate walking places, sidewalks etc.	11/27/2024 10:40 AM
246	Missing or inadequate bike lanes	11/26/2024 8:56 AM
247	red light running	11/26/2024 7:40 AM
248	Vehicle speeds	11/25/2024 2:10 PM
249	Just tar and gravel, repeat. Tar gravel and repeat. Never see lasting repair	11/23/2024 4:53 PM
250	View blocked when turning	11/22/2024 11:25 AM
251	Redlight running	11/22/2024 10:59 AM
252	Cyclists have no room on a majority of highways in the county. Passing vehicles must travel into opposing lanes.	11/22/2024 10:19 AM
253	CREATE DEDICATED TURN LANES RIGHT	11/21/2024 9:45 PM
254	Distracted driving	11/21/2024 9:29 PM
255	Aggressive driving, "rolling coal" and tires sticking out with little coverage all seem to be a common theme in Iron County.	11/21/2024 8:17 PM
256	Broken sidewalks	11/21/2024 4:11 PM
257	Red light running/ not stopping at stop signs	11/21/2024 12:14 PM
258	View Blocked when turning.	11/21/2024 12:05 PM
259	Poorly maintained roads	11/21/2024 11:19 AM
260	Lack of warning signs	11/21/2024 11:13 AM
261	MInersville Hwy needs another lane added in both directions	11/21/2024 11:06 AM
262	Motorized vehicles on trails (east bench)	11/21/2024 10:17 AM
263	red light running	11/21/2024 9:56 AM
264	Narrow broken or missing sidewalks	11/21/2024 9:54 AM
265	Poorly maintained roads	11/21/2024 9:52 AM
266	high vehicle speeds	11/21/2024 9:49 AM
267	Distracted Driving	11/21/2024 9:45 AM
268	lack of dedicated left turn signals	11/21/2024 9:41 AM
269	Running stop signs	11/21/2024 9:38 AM
270	Ped/Car interactions	11/21/2024 9:32 AM
271	Aggressive driving	11/21/2024 9:29 AM
272	people ignoring traffic laws	11/21/2024 9:26 AM
273	people ignoring traffic laws	11/21/2024 9:22 AM
274	ignoring turn lanes	11/21/2024 9:15 AM



# Iron County Safety Action Plan Survey

275	Ignoring traffic laws	11/21/2024 9:05 AM
276	distracted drivers, cell phones, texting	11/21/2024 8:55 AM
277	missing sidewalks	11/21/2024 8:53 AM
278	Missing bike lanes	11/21/2024 8:53 AM
279	narrow, broken, or missing sidewalks.	11/21/2024 8:50 AM
280	Speed on Freeway, going speed limit and drivers fly by you, ridiculous at 80 mph	11/21/2024 8:19 AM
281	Worn pavement markings, especially lanes and crosswalks, many would be helped by reflective traffic paint.	11/21/2024 7:58 AM
282	Distracted Driving	11/20/2024 6:03 PM
283	Not enough crosswalk	11/20/2024 6:02 PM
284	drivers failing to yield to peds	11/20/2024 5:57 PM
285	people ignoring traffic laws	11/20/2024 5:55 PM
286	People	11/20/2024 5:52 PM
287	Red Light/Stop Sign Running	11/20/2024 5:51 PM
288	Not stopping at red lights	11/20/2024 5:49 PM
289	Ped Safety in school news	11/20/2024 5:46 PM
290	Aggressive driving	11/20/2024 5:44 PM
291	Drivers failing to yield	11/20/2024 5:42 PM
292	lack of driver education	11/20/2024 5:40 PM
293	lack of access for people with disabilities	11/20/2024 5:37 PM
294	Bicyclists on State Highways	11/20/2024 5:12 PM
295	TOO MANY CARS ON THE ROADWAYS, EVERY INTERSECTION IS HAZARDOUS	11/20/2024 2:25 PM
296	Aggressive driving	11/20/2024 1:05 PM
297	Failure to yield/stop	11/20/2024 1:00 PM
298	Poorly maintained roads.	11/20/2024 12:45 PM
299	Narrow or broken sidewalks	11/20/2024 12:25 PM
300	Distracted drivers	11/16/2024 3:31 PM
301	Narrow roads	11/15/2024 1:24 PM
302	Drivers failing to yield	11/14/2024 2:55 PM
303	Distracted driving	10/17/2024 8:40 PM
304	Pedestrian safety in school zones	10/17/2024 7:39 PM
305	Street lighting	10/17/2024 5:24 PM



## Q5 What areas or roadways in Iron County do you think could benefit from safety improvement projects?

Answered: 311 Skipped: 63

#	RESPONSES	DATE
1	A bike lane along 56 by the railroad tracks	1/30/2025 10:10 PM
2	I find the 4-way stop at 800 W and Harding Avenue is troublesome, at best, for pedestrians. It is very busy with both pedestrians and vehicles through the day when university students are out. At night, or on weekends, trucks and cars treat the stop sign like it doesn't even exist and don't give way to pedestrians. I am genuinely surprised there hasn't been a pedestrian fatality there. I think it would be a great investment to do intersection daylighting there, preferably with physical impediments. Better yet, it should be a roundabout with pedestrian refuge, but I understand the road there has little room to work with.	1/30/2025 1:46 PM
3	rural	1/27/2025 9:01 AM
4	All of them, conditions need major improvement with law enforcement pulling people over for road rage and bullying people on the road. Fix pot holes and other road issues that cause damage to cars and could cause traffic accidents. Speed, lights and maybe fix the round about so it doesn't block so much traffic. Walmart could use another entrance and large trucks should not be able to park by the entrance to Walmart very obstructed views with high speeds	1/26/2025 7:33 PM
5	Parowan	1/25/2025 4:06 PM
6	Parowan streets	1/25/2025 10:24 AM
7	Field road between Parowan and paragonah	1/25/2025 9:39 AM
8	Highway 91 vehicles consistently travel well above the posted limit. Running red lights and rolling through stop signs is common, some drivers are very aggressive speeding, multiple lane changes,	1/25/2025 8:28 AM
9	15	1/25/2025 8:26 AM
10	200s in parowan, need a crosswalk or some sort of driver slow down method at 300 E. and Highway 14 or Center St. of Parowan	1/25/2025 8:08 AM
11	200 south in Parowan West of Main Street Needs a sidewalk or bike lanes or both. Mostly for kids getting to and from school.	1/25/2025 5:29 AM
12	200 s in parowan. Center st parowan. Sr 56 cedar old highway from summit to cedar.	1/24/2025 6:06 PM
13	Parowan. Main Street = blocked views turning onto Main Street. 200 S. needs to have a reduced speed, possibly 35 mph from freeway into town.	1/24/2025 5:27 PM
14	If you pay attention you don't have a problem. It is not the roads, it's the drivers.	1/24/2025 5:14 PM
15	The intersection in Cedar City by Panda Express & Cafe Rio and Jack-In-The-Box. That whole area is terrible to navigate!!	1/24/2025 5:14 PM
16	Lund highway	1/24/2025 5:00 PM
17	Bike path along Coal Creek need the expansion joints filled in.	1/24/2025 4:35 PM
18	Parowan, Paragonah and outlying areas to the North especially airport road in Parowan	1/24/2025 4:17 PM
19	200 South. (Too much traffic to Brian Head from Maverick to the Park	1/24/2025 4:11 PM
20	Main / center street	1/24/2025 4:05 PM
21	200s parowan	1/24/2025 2:54 PM
22	Sidewalks in parowan, add a traffic light so pedestrians can cross safely	1/24/2025 1:59 PM



## Iron County Safety Action Plan Survey

23	Center/main 200 S/main 600 w 300 n	1/24/2025 1:03 PM
24	70% of the roads in Parowan	1/24/2025 1:01 PM
25	Highway 91 Enoch to Parowan Lund highway Cross hollows	1/24/2025 1:00 PM
26	All of them	1/24/2025 12:43 PM
27	Parowan	1/24/2025 12:42 PM
28	All of Parowan	1/24/2025 12:33 PM
29	Parowan / paragonah area are lacking in maintenance and trails compared to cedar area	1/24/2025 12:22 PM
30	Around southern Utah university	1/21/2025 10:46 AM
31	Around southern Utah university	1/21/2025 8:37 AM
32	Main Street; 200 West and 300 West and 1045 North.	1/19/2025 4:58 PM
33	Stop Light on 1600 and main.	1/18/2025 5:14 PM
34	Talon Dr - aggressive speeds and disregard for speed limit and people (lots of children) crossing the street. It has been an ongoing problem that is ignored.	1/18/2025 6:19 AM
35	Crosswalks & bike lanes on 200S in Parowan.	1/17/2025 10:36 AM
36	Main Street, the sidewalk near the start of the trail on North cedar boulevard (weeds and bushes cover the sidewalk and there's curb to climb up to get on the trail instead of a driveway type entrance), a way for bikes/runners to go over the north interchange safely, Minersville highway for runners/bikers.	1/14/2025 11:43 PM
37	Providing bike lanes on Highway 56 From Cedar to Newcastle	1/13/2025 8:29 PM
38	Providing bike lanes on Highway 56 From Cedar to Newcastle	1/13/2025 8:29 PM
39	Parowan Valley. 2200 north 100 west intersection has tall sagebrush that blocks the view of drivers and is very dangerous.	1/13/2025 1:28 PM
40	The one by Walmart	1/13/2025 1:13 PM
41	I-15 Between Parowan and Cedar needs repaving	1/13/2025 11:27 AM
42	Midvalley Rd, 2300 W, Lund	1/12/2025 1:59 PM
43	South end of Cedar Knolls. Main Street.	1/11/2025 2:07 PM
44	Everywhere outside of the SUU campus area	1/9/2025 5:41 PM
45	Increased number of crosswalks are desperately needed around SUU's campus, but these are so often ignored by drivers beyond campus, it's hard to say any specific area is of greatest need.	1/8/2025 5:11 PM
46	In Cedar City, 200 North and Main Street speed limits are too fast with way too many curb cuts.	1/8/2025 2:02 PM
47	Parowan City due to high traffic during skiing and Mnt bike season	1/7/2025 11:07 AM
48	200 S & Main in Parowan	1/7/2025 10:24 AM
49	The roads around Southern Utah University Campus and downtown Cedar City.	1/6/2025 11:10 AM
50	Old Highway 91 between SR130 and Summit. SR130 MP6 and MP10.	1/6/2025 9:12 AM
51	Areas surrounding SUU. Could there be a parking garage with a skywalk or something? There is inadequate crosswalks on the south main area (around TJ Maxx).	1/4/2025 8:47 AM
52	Parowan!	1/3/2025 8:38 PM
53	We need more retail on the North side of town to alleviate the huge traffic issues on the south side.	1/3/2025 1:48 PM
54	Old Highway 91 form Minersville highway though Enoch	1/3/2025 9:07 AM



## Iron County Safety Action Plan Survey

55	North Cedar City	1/3/2025 6:50 AM
56	North Cedar City	1/2/2025 8:36 PM
57	There is a missing Sidewalk by Ridge Park (62 S 1650 W St, Cedar City, UT 84720). It is hard parking on the road with getting children out of the car, aggressive drivers on a narrow road. However, there is a missing sidewalk between the parking lot and park. A beautiful park but extremely difficult/dangerous to unload/load children into the car.	1/2/2025 8:19 PM
58	3000 N	1/2/2025 7:16 PM
59	The north side of Cedar City could definitely use more lighting and better traffic light patterns. However, the entire area of Cedar City could use better drainage and drainage maintenance.	1/2/2025 7:06 PM
60	Main Street, 200 North, and Bulldog Road. All sections need improvements.	1/2/2025 1:32 PM
61	Iron County roadways seem to be generally well-maintained	1/2/2025 11:22 AM
62	Cove Drive. Redirect construction trucks to other routes vs. taking short cuts on Cove Drive bet Cross Hollow & Freedom Blvd.	1/2/2025 11:15 AM
63	Main St from exit 57 north through town--people speed all the time.	1/2/2025 10:21 AM
64	200 and main street need more cross walks. Especially main Street. The downtown area is great but then you have to walk long busy blocks to the next cross walk.	12/31/2024 10:19 AM
65	Cedar City.	12/31/2024 9:55 AM
66	Ridge Rd needs sidewalk, minersville hwy could use a light or something near the preparatory school	12/31/2024 9:23 AM
67	Ridge And Casa Loma need sidewalks, they are very dangerous to pedestrians and cyclists	12/31/2024 9:19 AM
68	Highway 56	12/23/2024 6:33 PM
69	No answer. Sorry I can't think of any now.	12/23/2024 2:42 PM
70	More green arrows	12/23/2024 10:01 AM
71	Downtown	12/23/2024 10:00 AM
72	West View 800 W (off west view)	12/23/2024 9:57 AM
73	Westview Drive	12/23/2024 9:56 AM
74	Fiddlers Hwy 56	12/23/2024 9:54 AM
75	Main Street	12/23/2024 9:51 AM
76	Intersection near Walmart	12/23/2024 9:50 AM
77	Walmart area stoplight	12/23/2024 9:48 AM
78	Hwy 56	12/22/2024 10:58 AM
79	South interchange and intersection at Panda Express- poor lighting- crosswalks not painted Bridge going over I-15 connecting to Cedar High- highly traveled Intersection by Smiths Extremely hard to turn left into TJMaxx	12/20/2024 9:45 PM
80	Fiddlers elementary	12/20/2024 5:32 PM
81	Lund hwy needs bike lanes. Midvalley needs bike lanes. Hwy 56 needs a separate bike path.	12/20/2024 4:10 PM
82	Iron spring road, lund highway and 5700 west	12/19/2024 8:49 PM
83	Sidewalks on Main Street on the north side of town (north of coal creek). A safer way to cross traffic at Fiddlers Canyon and Wedgewood Lane.	12/19/2024 8:44 PM
84	Residential neighborhoods. Flashing radar speed monitors, traffic bumps etc.	12/19/2024 4:40 PM
85	There is a gap in sidewalk services near the highway on and off ramps. Bulldog road seems to serve as a major alternative and could benefit from sidewalks and bike paths.	12/19/2024 3:14 PM
86	Use the 7 million dollars you have to rebuild Iron Springs Road and redesign the intersection	12/19/2024 11:45 AM



## Iron County Safety Action Plan Survey

	with 56.	
87	5700 w, lower speeds on main street from north freeway exit to south freeway exit. A light at IFA. entrance	12/19/2024 8:03 AM
88	All	12/19/2024 6:52 AM
89	Mid valle, 4200 North, old highway 91 and Minersville highway	12/18/2024 4:11 PM
90	Intersection at Main and 3000 N Also Walmart area and Starbucks drive through.	12/18/2024 12:37 PM
91	South Mountain & Westview	12/18/2024 11:43 AM
92	My above three concerns.	12/18/2024 10:57 AM
93	Highway 91	12/18/2024 10:26 AM
94	Iron Springs Road, Lund Highway - 1600 N, south Main St near the IFA plaza, Royal Hunt intersection by Walmart,	12/18/2024 7:22 AM
95	Midvalley road	12/17/2024 6:44 AM
96	More roundabouts! Flashing crosswalk light at 100 W and Center Street between Home on the Range and the photography studio.	12/16/2024 2:46 PM
97	Old Highway 91 between summit and Cedar. Road condition is Horrible !! Turn lights at intersection of Bowling Alley, Maverick, Tagg n Go on North of Cedar. SUU has strobes on 300 West for Pedestrians. Add these on heavy traffic pedestrian and School Crossings. Red Canyon road needs better maintenance. Freeway signs utilized more for distracted driving.	12/15/2024 8:11 AM
98	Westview Dr and 1525 S is a dangerous intersection to navigate.	12/14/2024 8:16 PM
99	1) The overpass on Center street and the overpass on 600 S are not in good shape for pedestrians, and certainly not in good shape for people using wheelchairs. If both sides of the overpass had good pedestrian paths, bikes could also easily use them. There isn't enough room for two way pedestrian traffic on those paths. On 600 South at the end of the overpass, Cedar High and SUU students are also having to dart across the street to get to Sage Dr. There isn't a safe or obvious location for crossing. 2) Cross Hollow Road has a lot of pedestrians, local kids, bike riders but there is a large patch of the road without sidewalk. 3) Improved lighting near SUU Campus on center street from the overpass to the AFEC would be helpful for pedestrians and help drivers to see them better. 4) South Main also lacks a safe and obvious location for students to cross to get to the neighborhoods around Greenslake drive/ Dutch Bros. The speed limit is 45 mph on a 4 lane road, and we often see youth darting across the street here, which is so risky.	12/13/2024 2:09 PM
100	Cedar City Main Street	12/13/2024 10:37 AM
101	Coal Creek and Bulldog- needs a round-a bout; and at Minersville Highway and Hwy 91	12/11/2024 2:37 PM
102	The diamond exchange, roads in older neighborhoods	12/11/2024 12:19 PM
103	The bridge connecting college way to suu	12/11/2024 11:42 AM
104	1600N west could use some street lights (ones that point down to avoid light pollution)	12/11/2024 10:00 AM
105	Any roads besides Main Street and burger alley (there's like no lighting anywhere besides those roads)	12/10/2024 2:51 PM
106	There should be a school slow down or traffic light at the intersection where Iron Springs Elementary exits onto Highway 56. There are frequent accidents there, which will only increase as the city expands in that direction - especially given the high posted speeds on Highway 56.	12/10/2024 2:21 PM
107	I don't drive IC roads enough to express an opinion.	12/10/2024 11:19 AM
108	Fiddlers Canyon/Ashtown Forest. Development has made getting out of Fiddlers Canyon on Fiddlers Canyon Road a nightmare. Having a left turn lane right across from an entry into a business . 200 North all the way out Highway 56 needs to be studied due to increase in building in the area.	12/10/2024 8:41 AM
109	The Canyon View Highschool and Police Station area could be benefit from safety improvement projects.	12/9/2024 9:07 PM



## Iron County Safety Action Plan Survey

110	E 3000 N/ N Old Highway 91 from the Maverik to the Frontage Road. The east bench trail and Cross Hollow trail connection. S Main St between Thunderbird Way and W 600 S	12/9/2024 8:06 PM
111	The university area has too many distracted drivers driving above the speed limit and not obeying traffic laws.	12/9/2024 1:27 PM
112	The southern I-15 underpass, as well as the intersection of Cross Hollows and Royal Hunt (I know it is going to be fixed soon, let's just hope it is done intelligently). Intersection of Highway 56 and the Iron Springs Road.	12/9/2024 12:53 PM
113	A safe bike path from Enoch to Cedar city. Biking along Old Hwy 91 or Minersville highway is not ideal.	12/9/2024 11:46 AM
114	All throughout the city there are gutters that are so deep that the bottom of my car or bumper scrapes. I drive a modest Honda Accord. Also the area of S Main Street and the 15 can be dangerous. I come off the highway from the south and have to look to the right behind me to assess oncoming traffic to merge. I was rear-ended by another vehicle coming off that offramp because I stopped before merging in.	12/9/2024 11:10 AM
115	All of them!	12/9/2024 10:03 AM
116	Providence center area, main street	12/9/2024 9:28 AM
117	Add deer fencing or other wildlife restrictions along SR 130 near E Canyon Commercial Ave	12/9/2024 7:35 AM
118	I think a lot of places everywhere will benefit a lot. Really nowhere is perfect	12/8/2024 5:23 PM
119	Areas that need lighted stop signs.	12/8/2024 5:13 PM
120	I can't name any right now, but I know them when I'm bouncing down them.	12/8/2024 4:30 PM
121	Highways 14, 56, and west view Drive.	12/8/2024 2:18 PM
122	See above	12/8/2024 12:50 PM
123	For anyone exercising (running/walking etc) or scooter or bike riding most streets need a dedicated lane and better lighting.	12/8/2024 6:49 AM
124	Most traveled areas (around SUU and Cedar/Canyon View High Schools) Main Street- hard to see around parked cars when turning onto main street	12/8/2024 6:30 AM
125	Main Street, 200 N	12/7/2024 11:15 PM
126	Parowan— Out of towners assuming main and center is a four way stop. Giant potholes on 2nd n and 3rd east corner as you head to recreation areas (Pickleball courts, baseball fields)	12/7/2024 6:46 AM
127	700 West south of the university. Drivers often speed down this long street.	12/6/2024 9:03 PM
128	Enoch	12/6/2024 3:22 PM
129	Residential Streets and Parking Lots	12/6/2024 1:57 PM
130	200 North, East of the freeway to Main.	12/6/2024 1:53 PM
131	Intersection of main Street and 200 N. Also turn off of W. Royal Hunt Drive and Sage Drive.	12/6/2024 1:18 PM
132	Main street south of downtown; the Walmart intersections (so stressful I try to avoid it), peripheral streets with increased traffic (Lund, Westview - so dark and twisty). Headlights often blind the view at night. Recent lane markings on Westview is SUPER APPRECIATED!	12/6/2024 12:39 PM
133	the intersection at North Main and Fiddlers Canyon Drive is super busy and I worry about safety of the middle and high schoolers at the end of the school day	12/6/2024 12:38 PM
134	S Westview and Highway 91 intersection. Hard to see without lights.	12/6/2024 12:11 PM
135	Sidewalk repair on 820 South in Cedar City (sidewalk is unsafe for blind residents)	12/6/2024 11:27 AM
136	Yellow lights	12/6/2024 11:20 AM
137	In Cedar City near SUU campus.	12/6/2024 11:10 AM
138	Parowan.	12/6/2024 11:10 AM



## Iron County Safety Action Plan Survey

139	Old Hwy 91 from Enoch to I-15	12/6/2024 11:04 AM
140	Highway 56 between Cove and Lund Cross Hollow, north of Silver Silo	12/6/2024 10:25 AM
141	The shop access roads by walmart	12/6/2024 10:11 AM
142	800 W Industrial rd	12/6/2024 10:04 AM
143	The intersection of Iron Springs road and Highway 56. Several people have died in crashes at that intersection. There needs to be a traffic light at that intersection.	12/6/2024 10:03 AM
144	Highway 56, Cross Hollow Road	12/6/2024 9:59 AM
145	Big dip getting bitter on 200 W across from new parking lot, before the church 800 W & 200 S needs AT LEAST a four-way stop. It is absolutely horrible for drivers and pedestrians. Completely normal to see people driving 45+ from 300 W to 1150 W. Dewey Ave and 200 S is a law suit waiting to happen Another forced stop on 600 S in front of Cedar High Stop light at 400 S & Main Cameras on lights at 200 N & 800 W to give tickets to all who speed through. The intersection by Jack in the Box but I have no idea how to fix it.	12/6/2024 9:51 AM
146	Cove up by the temple is so dark at night.	12/6/2024 9:48 AM
147	Main Street, especially between Cedar Knolls and 400 South	12/6/2024 9:19 AM
148	Removing the diverging diamond interchange near the lighthouse. Put in a roundabout at every 4-way stop. (People will learn how to use roundabouts)	12/6/2024 9:12 AM
149	Main street	12/6/2024 9:05 AM
150	Main St in Cedar City, both north and south, is rife with distracted driving and excessive speeding.	12/6/2024 8:41 AM
151	Everywhere around SUU and Highway 14 needs to be widened both directions	12/6/2024 8:34 AM
152	Longer freeway on ramps	12/6/2024 8:27 AM
153	Sidewalks near schools/SUU and neighborhoods within 1 mile of schools/SUU.	12/6/2024 8:07 AM
154	The intersection at coal creek road and 1045 N really needs a light/ round about.	12/6/2024 7:53 AM
155	Main Street and 200 W 200 W East bound to Hwy 15 Any left hand turn with a flashing yellow left signal!	12/6/2024 7:50 AM
156	Adding flashing lights when someone is crossing in a high vehicle area, such as the one on Main street. Placing those around the University and k-12 schools would be helpful.	12/6/2024 7:46 AM
157	Midvalley Rd.needs a bike path. Lund Hwy needs a bike path. 2300 W needs a bike path. More speed traps need to be set up, especially on Lund and Midvalley.	12/6/2024 7:24 AM
158	areas near SUU	12/6/2024 2:09 AM
159	All of Cedar City would benefit from complete (and well maintained) sidewalks, and pedestrian friendly pathways. Especially in the area from South Main Street near Golden Corral, all the way down to Wells Fargo.	12/6/2024 12:40 AM
160	I think the main crosswalk at SUU by the PE building and business building has a very short time for those crossing to cross, especially for individuals who are disabled and slower. The time to cross is barely adequate for an able bodied person.	12/6/2024 12:32 AM
161	Hwy 91 and greens lake blvd, Main Street, cedar city	12/6/2024 12:18 AM
162	The roadways and parking lots behind the buildings running along the west side of main street near the north end of SUU campus.	12/6/2024 12:11 AM
163	By the university, down mainstreet, by all off ramps	12/5/2024 10:10 PM
164	Around SUU	12/5/2024 9:35 PM
165	cross Hollow Fast traffic	12/5/2024 9:24 PM
166	The intersection of Royal Hunte Dr. and Cross Hollow. People Turing left onto Royal Hunte Dr. always try to go at the same time as me turning right. They need to yield to oncoming traffic but always try to race us. At least a sign to at least clarify would be appreciated.	12/5/2024 9:18 PM



## Iron County Safety Action Plan Survey

167	Highway 56 Main Street - from south to north Roads around Walmart All roads around the University Lund Highway, particularly from Highway 56 to 1600 North West View Drive	12/5/2024 9:16 PM
168	Downtown Main Street all the way to Walmart. We have a lot too much growth without prudent forward thinking to address that from a traffic standpoint.	12/5/2024 9:11 PM
169	South interchange by Walmart. Get a jump on the intersection at Main and 200 N where the new (unwanted) Maverick is going.	12/5/2024 8:06 PM
170	300 west-800w there's a lot of broken sidewalks and overgrown areas that make walking unsafe and inaccessible. Several of the lights in the area do not have good crosswalk timers and I can't cross the street safely	12/5/2024 7:49 PM
171	Cedar Main Street between 200N and 400 S needs reduced speeds, more crosswalks, and bike lanes. Cross Hollow/S Main and Sage Dr/Royal Hunte Dr	12/5/2024 7:08 PM
172	North main. I run there regularly and it is very difficult as a pedestrian	12/5/2024 7:04 PM
173	Areas with a lot of traffic and areas closest to schools	12/5/2024 6:43 PM
174	Around Cedar City area	12/5/2024 6:38 PM
175	All of the residential streets in the Parowan area	12/5/2024 6:37 PM
176	Hwy 56 Main St through town Providence Ctr roads	12/5/2024 6:26 PM
177	Hwy 56 Main St through town Providence Ctr roads	12/5/2024 6:26 PM
178	More crosswalks around SUU	12/5/2024 6:24 PM
179	The south interchange is awful. It gets extremely backed up and people end up blocking the intersections so you can't go when the light turns green	12/5/2024 6:18 PM
180	Stop signs needed on E 400 South where it crosses S 300 East. The confusing intersection of Main and I-15 is awful.. especially for bikes/pedestrians.	12/5/2024 6:16 PM
181	Cedar Main Street, the roads by SUU	12/5/2024 6:00 PM
182	Sidewalks between Cedar Canyon and SUU especially. The whole system by Walmart.	12/5/2024 5:51 PM
183	The Three Peaks directional travel routes. They're in really rough condition and very dimly lit.	12/5/2024 5:40 PM
184	Every one	12/5/2024 5:36 PM
185	We live in Enoch, but Cedar is pretty bad. Especially around Lin's and Home Depot areas. Lots of badly timed left turns and aggressive drivers.	12/5/2024 5:35 PM
186	200 N Cedar City	12/5/2024 5:31 PM
187	North Elementary School area it was never designed for the currently doubling student capacity ingress and egress from the campus on foot or by car	12/5/2024 5:29 PM
188	The roads on 56 are always dirty owing to 1) construction and 2) landfill debris. I think street cleaning should happen more often	12/5/2024 5:24 PM
189	By campus and neighborhood roads	12/5/2024 5:14 PM
190	The intersection of sage dr. And w royal hunter dr.	12/5/2024 5:10 PM
191	Cross walks and sidewalks be put in or improved	12/5/2024 5:03 PM
192	Main Street and Providence need more room. Lots of pot holes and broken cements are dangerous for children, disabled people, and pets.	12/5/2024 4:33 PM
193	3900 West	12/5/2024 4:31 PM
194	All the surroundings of schools, universities, commerce	12/5/2024 4:28 PM
195	The area by WalMart, Cafe Rio, Walgreens, Starbucks, Del Taco, Freeway ramps - this entire area is a mess and dangerous a lot of times. Also the area by Wendy, Burger King, Freeway ramps-this area is also a mess, lots of people run the lights and don't yield when making a right hand turn on a red light to get on to I-15 northbound. This on-ramp is also a mess. A lot of	12/5/2024 4:26 PM



## Iron County Safety Action Plan Survey

drives don't move over for oncoming traffic and it is hard to merge in when you can't see what is coming until you get to the top and there is not much room before merging.

196	all major intersections with stoplights.	12/5/2024 4:22 PM
197	Many of the feeder roads onto Hwy 56 (turn lane/lane marking/stoplight at Iron Springs Elem.). Some feeder roads on main (such as by Smith's).	12/5/2024 4:22 PM
198	I'm not sure.	12/5/2024 4:14 PM
199	56 and main. Anywhere turning left when heading north on main. Old hwy 91 and green lakes dr. (Way too many people run that stop sign)	12/5/2024 4:13 PM
200	The intersection at 2300 w and airport road could use lighting as it can get fairly busy at night and kids ride bikes nearby.	12/5/2024 4:11 PM
201	intersections where pedestrians cross, areas where view is blocked where turning	12/5/2024 4:09 PM
202	Downtown main street going from the library all the way up towards Walmart in Cedar City. That street is incredibly busy with traffic and not safe for pedestrians or cyclists.	12/5/2024 4:08 PM
203	All of them, but particularly Main Street and the areas around SUU's campus. The Providence Center area should also be prioritized.	12/5/2024 4:07 PM
204	There's a need for more lighting on Freedom Blvd and the more residential areas near it, especially near Harding Ave. Additionally, there needs to be traffic signs and lights added to the growing traffic areas north such as Northfield Road.	12/5/2024 4:04 PM
205	Any area near any Maverik gas station (there seem to be a lot of out-of-towners who aren't familiar with traffic patterns that cause a lot of potential dangers, so some clearer signage might help non-locals navigate more safely??). Any of the intersections along Royal Hunte Dr and Providence Dr, especially during school release hours. It's hard to make turns against traffic without lights or signals, and there are lots of cars parked along streets that make seeing up the lanes for oncoming traffic difficult.	12/5/2024 3:59 PM
206	I live and commute mostly in the nearby vicinity of SUU so I cannot say much about other areas. I think that 600 south between Smiths and the interstate has a lot of stop signs are hard to see because of foliage in the way.	12/5/2024 3:59 PM
207	South Main Street	12/5/2024 3:56 PM
208	Main street in Cedar City, 200 S and 200 N, Center Street, and the Providence area.	12/5/2024 3:52 PM
209	North end of Main Street, lots of people roll through stop signs turning onto Main Street.	12/5/2024 3:51 PM
210	As mentioned above, some parking lot "driveways" are very deep and cause damage to cars. I'm specifically thinking of businesses along Main Street in Cedar City.	12/5/2024 3:47 PM
211	The 4 way stop by Lins, the light by the Panda Express, the light by brads food hut, and almost every light with a right turn	12/5/2024 3:46 PM
212	All of Main Street from Lin's to Walmart.	12/5/2024 3:46 PM
213	Intersection of Old Highway 91 and Greenslake. Individuals driving North on Old Highway frequently run the stop sign because of sign placement/visibility/speed of highway coming into town.	12/5/2024 3:44 PM
214	Main Street and Highway 56, 200 North.	12/5/2024 3:43 PM
215	300W	12/5/2024 3:43 PM
216	Walmart intersection	12/5/2024 3:43 PM
217	Around SUU campus, Cedar Main Street, and Parowan Main Street when school is in session.	12/5/2024 3:42 PM
218	The intersection (Royal Hunte Drive) by TekShine and Starbucks and the Airport Road intersection with Maverick and Tagg N Go	12/5/2024 3:41 PM
219	The roads around SUU campus have a lot of bumps and holes that make my car groan a lot. Also the interstate is so sketchy. I'm almost certain I'm going to die there some day because of other drivers and no fault of my own. Utah drivers are quite literally the worst.	12/5/2024 3:40 PM



## Iron County Safety Action Plan Survey

220	North Main Street, Northfield Road to Coal Creek connection, around busy businesses.	12/5/2024 3:39 PM
221	The area over by Walmart in Cedar City.	12/5/2024 3:39 PM
222	Neighborhood around SUU	12/5/2024 3:38 PM
223	Honestly, all areas. The newer residential areas (for example, around the hospital) could use improvements when it comes to increasing the view when turning.	12/5/2024 3:38 PM
224	Around the SUU campus.	12/5/2024 3:37 PM
225	Midvalley Road - sidewalks or pedestrian areas. That road is SCARY as a pedestrian. Get your police force/sheriffs out to actually patrol and provide tickets for traffic violations	12/5/2024 3:37 PM
226	HWY 56, some of the roads that surround the campus.	12/5/2024 3:37 PM
227	All suu surrounding roadways face lots of drivers that are clearly on their phone while driving. All nearing roadways also have a lot of people speeding to turn even when people are on the cross walk	12/5/2024 3:37 PM
228	200 North. People running stops signs and travel far too fast	12/5/2024 3:36 PM
229	slower speeds in residential neighborhoods - like 15 mph	12/5/2024 3:35 PM
230	Around SUU campus with more sidewalks and bike support	12/5/2024 3:34 PM
231	450 W has been a MESS ever since they worked on it last year. The large swaths of 200N/Hwy 56 that have no sidewalk are awful. Many of the shelters for the CATS busses are inaccessible because of poorly maintained sidewalks. Most sidewalks in the older neighborhoods in town are uneven and difficult to navigate with strollers/wheelchairs.	12/5/2024 3:34 PM
232	By suu some of the stop signs are difficult to see as they are unlighted and blocked by trees	12/5/2024 3:33 PM
233	All	12/5/2024 3:33 PM
234	200 / Freedom	12/5/2024 3:31 PM
235	not sure	12/5/2024 3:30 PM
236	Near Walmart	12/5/2024 3:30 PM
237	Parowan!	12/5/2024 3:04 PM
238	Parowan	12/5/2024 2:32 PM
239	Parowan!	12/5/2024 1:19 PM
240	I'm in Cedar City. Can't speak for the rest of the county but there are dozens of projects that could be done within city limits.	12/5/2024 12:43 PM
241	Pot holes, more access to bike trails and better views	12/5/2024 11:47 AM
242	Parowan's roads need a lot of work and so does old Hwy 91 from summit to cedar city.	12/5/2024 11:18 AM
243	Old 91 enoch - summit is extremely rough & is very difficult when towing livestock trailers. Lund Highway the motorist go to fast & dont respect the heavy hauling trucks	12/5/2024 10:20 AM
244	Lund Highway 2300 West Bulldog Rd. and Highway 56 and Westview Drive	12/4/2024 9:05 PM
245	Enoch rd, E Midvally road, and old highway 91	12/4/2024 12:33 AM
246	SR-130 Old Hwy 91	12/3/2024 6:50 AM
247	South i15 intersection. Walmart stop lights. School areas.	12/2/2024 9:26 PM
248	Cross Hollow, Royal Hunt, South main street	12/2/2024 9:20 PM
249	The amount of ATV / UTV is going up, Need marked pathways with signs.	12/1/2024 7:16 PM
250	4200 N & Minersville in Enoch, S. Main & S 300 W and W Cross Hollow Rd & W Royal Hunte Dr. in Cedar City.	11/30/2024 5:28 PM
251	Bulldog from Kitty hawk to 3000 north. 3900 west from sr56 to equestrian point. All of Iron springs road Knoll street from main to the round about, lighting and sidewalks, painted lines,	11/27/2024 10:40 AM



## Iron County Safety Action Plan Survey

	speed limit signs Crosswalks on 200 north. Crosswalks main street north of 400 north	
252	North end school zones.	11/26/2024 8:56 AM
253	HWY 130 needs to be bigger with side lanes	11/26/2024 7:40 AM
254	1700 W n/o Midvalley	11/25/2024 2:10 PM
255	Exit 51 and old hwy 91	11/24/2024 6:29 AM
256	Westview drive between hwy 56 and old US HWY 91	11/23/2024 4:53 PM
257	Northfield Road is dangerous. between all the parked cars on the road, cars not obeying the speed limits, and no cross walks, it is an unsafe road.	11/22/2024 11:25 AM
258	2300 W Midvalley rd. Lund Hwy.	11/22/2024 10:19 AM
259	Near 1700 N main St. and Falcon Dr. CVHS and CVMS schools nearby.	11/22/2024 9:51 AM
260	Main Street 200 Hwy 56 from Main Street west to iron springs rd Westview Lund Hwy	11/21/2024 9:45 PM
261	The underpass by canyon view high and middle not having sidewalks on both sides. Also, students are crossing that road really dangerously there.	11/21/2024 9:29 PM
262	The South freeway exit underpass is a mess. We also have many intersections that need lights. Putting up islands in the major intersections to stop people from crossing double yellows would help a lot.	11/21/2024 8:17 PM
263	Hwy 56 More speed limit signs on minersville hwy The frontage road between Enoch and Summit might as well be dirt!	11/21/2024 4:11 PM
264	Highway 91. The "X" intersection on cross hallow road. That is a terrible intersection. Whoever thought that was a good idea needs a new career choice.	11/21/2024 12:14 PM
265	South Interchange! Do away with the Diverging Diamond!	11/21/2024 12:05 PM
266	Highway 91	11/21/2024 11:19 AM
267	Lund Highway 2300 West Bulldog Rd. and Highway 56 and Westview Drive	11/21/2024 11:13 AM
268	Any busy traveled street or highway.	11/21/2024 11:06 AM
269	1045 N: Crosswalk at North Cedar Blvd To Park Extreme Speeding Events: 1045 N: 50 mph + hourly morning rush hour Main St: Downtown Old 91: 80 MPH + need raised crosswalks	11/21/2024 10:17 AM
270	SUU campus, Parowan streets, Coal Creek Area, North Cedar City	11/21/2024 9:56 AM
271	More uhp	11/21/2024 9:54 AM
272	Water way entrances to businesses too steep	11/21/2024 9:52 AM
273	For winter - residential close to Sw, main roads. Generally most travelled roads	11/21/2024 9:45 AM
274	200 and Main, 5700 West speeds are too high	11/21/2024 9:41 AM
275	Northfield road	11/21/2024 9:38 AM
276	Intown & speed on rural roads	11/21/2024 9:32 AM
277	SR-56/200 North   Cross Hollow Exits 57 interchange	11/21/2024 9:29 AM
278	Main Street through Downtown	11/21/2024 9:26 AM
279	Canyon Road by East Elementary Stoplight	11/21/2024 9:22 AM
280	N Main & E Nichols Canyon Road	11/21/2024 9:15 AM
281	Roadways without a lot of lighting. More rural areas (farmland)	11/21/2024 9:05 AM
282	South and North Freeway Entrances/Exits Intersection at the entrance to Enoch where the bowling alley is. Intersection by walmart and panda express.	11/21/2024 9:05 AM
283	main street. Running red lights.	11/21/2024 8:55 AM
284	Spanish Trails	11/21/2024 8:53 AM



## Iron County Safety Action Plan Survey

285	Roads by CVHS and CVMS Hwy 56 Airport road North Intersection by walmart	11/21/2024 8:53 AM
286	areas near both Cedar High and Canyon View High and Middle school.	11/21/2024 8:50 AM
287	Specifically the intersection of S. Main St. and Old Highway 91 (and south on 91). The pavement markings are worn and difficult to see, especially at night. This is a busy area now and the presence of the remainder of the old markings compound the issue.	11/21/2024 7:58 AM
288	Main Street, Around schools	11/20/2024 6:03 PM
289	Main street exists from TJ Maxx area, several roads have people parking to block visibility at turns.	11/20/2024 6:02 PM
290	Main St, Center St, Around Campus & Downtown	11/20/2024 5:57 PM
291	Old Highway 91 into & out of Enoch, Old Highway 91 south of Cedar City, 3000 N. needs to be widened	11/20/2024 5:55 PM
292	Alot decr. in accidents/crime possibly?	11/20/2024 5:52 PM
293	5700 W Speeds too high, 200N & Main	11/20/2024 5:51 PM
294	Main street, around airport, around SUU, around walmart	11/20/2024 5:49 PM
295	Main Street	11/20/2024 5:44 PM
296	The intersection of Main Street (UT 130) and Providence CTR Dr.	11/20/2024 5:42 PM
297	I think there is very little improvement needed as far as infrastructure, other than that stupid south interchange	11/20/2024 5:40 PM
298	Old Hwy 91 from Enoch to Summit	11/20/2024 5:12 PM
299	ALL INTERSECTIONS WE NEED ANOTHER HIGHWAY THAT CONNECTS HIGHWAY 56 WITH MAIN STREET	11/20/2024 2:25 PM
300	North end of town. Fix the meter holes on the roads.	11/20/2024 1:05 PM
301	Most county roads seem to be in satisfactory condition for most of the year.	11/20/2024 1:00 PM
302	Highway 91 from enoch to cedar city	11/20/2024 12:55 PM
303	School zones. Intersection of 200 S. & Main Street in Parowan. 200 S in Parowan is a danger zone from the freeway all the way up to Hwy 143. The bridge coming into Parowan from Hwy 91, by Maverik. It's hard to see around and it is narrow.	11/20/2024 12:45 PM
304	South Round about	11/20/2024 12:25 PM
305	Hwy 91 from Enoch to Cedar Intersection of Hwy 91 & SR 130	11/16/2024 3:31 PM
306	200 south in Parowan side walk need to be put in from 600 west to I-15 heading west.	11/15/2024 1:24 PM
307	Major intersections on SR-130 in Cedar City	11/14/2024 2:55 PM
308	Main Street and around suu	10/17/2024 8:40 PM
309	All of them honestly. A lot of drivers don't stop before the stop sign or appropriate spot at a red light which blocks the road when cycling on the left margin. This makes it uncomfortable for people at crosswalks, it makes them feel like they're an inconvenience. In addition this makes it dangerous for cyclist on the road. Drivers not stopping at appropriate positions at crosswalks makes it dangerous for cyclist on the road, the vehicle is too far foreword or pops out past the stop sign and makes it so the cyclist almost hit the car or merge into the lane next to them which will most likely have a vehicle. A good example of this is the intersection of Fir St and Main Street.	10/17/2024 8:05 PM
310	All between Cedar and Enoch, main Street of Cedar, around campus.	10/17/2024 7:39 PM
311	Sidewalks and lighting on blind corner of knoll st by the ford dealership	10/17/2024 5:24 PM



**Q6 What types of safety improvements would you like to see in Iron County? Please include the type of improvement and specific location, if applicable. (Examples may include improve signs, pavement markings, pedestrian crossings, lighting, bicycle and pedestrian facilities, speed management, etc.)**

Answered: 287 Skipped: 87

#	RESPONSES	DATE
1	This is very personal to me, but I think there needs to be street lighting on 1000W north of 200N. It's a sketchy area with the motels around. Do intersection daylighting on neighborhood streets, especially around the college and 800W/Harding Avenue. Make a safer place for pedestrians to cross over the freeway on University Boulevard. Put a sidewalk and/or a bicycle lane, or even a paved trail along main street up to Old Highway 91. On an unrelated note, fix the steep, damaged parking lot entrances endemic to Cedar City. Namely the north exit of Lin's, O'Reilly, and Jiffy Lube. Also, hire someone to time the lights correctly on the diverging diamonds at the Iron Bowl. The traffic engineers up in Salt Lake can make them flow correctly, so why are we inducing double the traffic by making drivers stop twice?	1/30/2025 1:46 PM
2	Signs and LEO enforcement of speed / safety.	1/27/2025 9:01 AM
3	Paint lines, fix pot holes and entrance dips,bicycle lanes	1/26/2025 7:33 PM
4	Better sidewalks and fewer potholes	1/25/2025 4:06 PM
5	Paths to walk and ride bikes on	1/25/2025 2:54 PM
6	Properly Maintained streets	1/25/2025 10:24 AM
7	Maintenance	1/25/2025 9:39 AM
8	Lighting in small towns, fixing potholes	1/25/2025 9:29 AM
9	Change the yellow left turn signals to something safer. Repair lane markings. Consider marked bike lanes on higher traveled bike use roads.	1/25/2025 8:28 AM
10	speed management	1/25/2025 8:26 AM
11	Sidewalk or bike lanes or both. A few designated crosswalk areas to safely get across 200 south... One near the market (people cross from the motel to the market, and kids riding bikes to school cross near there at about 600W	1/25/2025 5:29 AM
12	Old highway from summit to cedar. This road needs re done and painted. Needs a good shoulder for riding bikes. This road sucks.	1/24/2025 6:06 PM
13	See above. Bike/pedestrian paths. Not in favor of much additional lighting. It ruins our "dark skys". Also something needs to be done for the off ramp onto 200 S. since it was decided to allow development on the corner. You can't even turn into the hotel parking lot!	1/24/2025 5:27 PM
14	None	1/24/2025 5:14 PM
15	More sidewalks/Paved pathways all around town.	1/24/2025 5:14 PM
16	More signage along Designated Livestock Trails	1/24/2025 5:00 PM
17	Speed mgmt on all primary and secondary streets Parowan and Paragonah	1/24/2025 4:17 PM
18	Speed management particularly from 200 S. up past the cemetery	1/24/2025 4:11 PM
19	Speed management center street/ main	1/24/2025 4:05 PM
20	A light in parowan	1/24/2025 1:59 PM



## Iron County Safety Action Plan Survey

21	Speed management in neighborhoods Stop lite at Center/main and 200 S/main Increase red/no parking area on main and center.	1/24/2025 1:03 PM
22	Moore Street lights major stop signs should be more better such as flashing lights on each stop sign	1/24/2025 1:01 PM
23	More designated livestock trail signs Reduce sxs usage	1/24/2025 1:00 PM
24	Road maintenance, road signs, lighting	1/24/2025 12:43 PM
25	Bicycle and walking paths in Parowan would be so beneficial.	1/24/2025 12:42 PM
26	Paving and crossing signs	1/24/2025 12:33 PM
27	bike and walking paths in Parowan paragonah area	1/24/2025 12:22 PM
28	Driving laws enforced around the university. Better lighting around the university for cyclists and pedestrians.	1/21/2025 10:46 AM
29	Driving laws enforced around the university. Better lighting around the university for cyclists and pedestrians.	1/21/2025 8:37 AM
30	A Pedestrian crossing and speed bump on 1045 North by Centennial Park. More frequent bus availability on the weekend. Increased bus routes. During snow removal keeping the corners of streets clear instead of heaping the snow there. Street lighting along Cold Creek Road, and 300 West.	1/19/2025 4:58 PM
31	Pedestrian crossings, seating at bus stops, schedules at bus stops, lighting at bus stops.	1/18/2025 5:14 PM
32	Speed bump or police ticketing drivers.	1/18/2025 6:19 AM
33	Paint pedestrian crossings & Mark with solar powered flashing signs.	1/17/2025 10:36 AM
34	We need more trails even if they're by a road but keep bikes and runners away from the road. Maybe call boxes along a few random parts of the trails for emergencies?	1/14/2025 11:43 PM
35	Please add more bike lanes or widen roads to provide more space to share with autos	1/13/2025 8:29 PM
36	Please add more bike lanes or widen roads to provide more space to share with autos	1/13/2025 8:29 PM
37	Clearing of brush on intersections where a driver cannot see the oncoming traffic	1/13/2025 1:28 PM
38	Speed management	1/13/2025 1:13 PM
39	Lighting	1/13/2025 11:27 AM
40	bike/walking lanes do not build more town homes!!	1/12/2025 1:59 PM
41	Speed humps on residential streets with habitual speeding. Educational signage.	1/11/2025 2:07 PM
42	Bike lanes More lights Bike facilities Speed management	1/9/2025 5:41 PM
43	Same as the answer above.	1/8/2025 5:11 PM
44	Perhaps a few roundabouts to slow traffic on Main and 200 North in Cedar. Any additional dedicated bike lanes would be greatly appreciated however late they may be.	1/8/2025 2:02 PM
45	Bike lanes road repairs,lights	1/7/2025 11:07 AM
46	Stop light at 200 S and Main in Parowan, Utah	1/7/2025 10:24 AM
47	Extended red curbs around stop signs to make it easier to see when turning.	1/6/2025 11:10 AM
48	Speeds on SR130 should be reduced to 45MPH between MP6 and MP10. The entire road on Old Highway 91 between SR130 and Summit needs to be replaced and bike lanes added.	1/6/2025 9:12 AM
49	Parowan needs help. No traffic lights. No cross walk lights.	1/3/2025 8:38 PM
50	I would like to see an improved walking, Bicycle and ATV Trail along old Highway 91 from the ATV under path north of Enoch to 3000 north. There are a lot of people uses that area for those actives and the road is narrow and it is hard to pass bikers and walks on the road. The intersection at Minersville and 3000 N and the traffic pattern going east past the Maverik with the addition of the Truck fueling go in to Maverick the Road is unsafe with Truck blocking the	1/3/2025 9:07 AM



## Iron County Safety Action Plan Survey

road multiple times a day. And with the new and proposed business going in that area it is getting worse.

51	Bicycle lanes, better sidewalks, more crosswalks	1/3/2025 6:50 AM
52	Bicycle lanes, better sidewalks, more crosswalks	1/2/2025 8:36 PM
53	Making a Sidewalk between parking lot and Ridge park or cutting some of the grass to create better parking closer to the park.	1/2/2025 8:19 PM
54	Better lighting on 3000 N. Lower speeds on Old Minersville Highway. Better traffic lighting patter on 3000 N and Old Minersville Highway. The intersection by Walmart needs better traffic patterns and speeds.	1/2/2025 7:06 PM
55	Have raised crosswalks on intersections with stoplights. Require all drivers to stop until green even when turning right. Yellow lights should last at least 2 seconds plus one seconds for every 10 MPH of the speed limit; for example, a 25 MPH intersection should have a yellow light lasting at least 4.5 seconds. It might not be long enough, but it's a start. Any road or street with parallel parking must be limited to 20 MPH. If that is unacceptable, get rid of parallel parking.	1/2/2025 1:32 PM
56	Connecting sections of bike and pedestrian trails with one another - e.g. missing connection between west end of Cross Hollow bike path and newer path to Cross Hollow Event Center, then missing bike paths between Cross Hollow Event Center and Coal Creek Path.	1/2/2025 11:22 AM
57	All you listed above	1/2/2025 11:15 AM
58	speed management	1/2/2025 10:21 AM
59	Light up the area around Evans beauty college. That whole area is so dark. Also, turning on roads where someone is blocking the view sucks (north field road). People park so close to the intersection it's hard to see incoming traffic.	12/31/2024 12:27 PM
60	I think having side walks that are easy to walk on with strollers or wheelchairs should be considered as well as more frequent pedestrian crossing signs on 200 and main street. As well as more public transportation so there are less cars on the road.	12/31/2024 10:19 AM
61	Creating, more, actual trails for cyclists and pedestrians separate from the roads with cars. Cedar City has Coal Creek Trail but it would be amazing if we can have this trail extend and go around the entire city and maybe even connect to other cities (like Enoch and Parawon for example).	12/31/2024 9:55 AM
62	The sidewall on the bridge that crosses the interstate on Sage is broken and needs repair.	12/31/2024 9:19 AM
63	Speed management on Highway 56	12/23/2024 6:33 PM
64	Personally I don't like bumpy roads. Also the lighting can be improved. Don't like driving on dark roads.	12/23/2024 2:42 PM
65	Pavement markings, lighting on streets	12/23/2024 10:00 AM
66	Stripping on 800 west	12/23/2024 9:57 AM
67	Bicycle lanes and turning lanes on main side roads like westview drive.	12/23/2024 9:56 AM
68	Crosswalk at all schools. Fiddlers school does not have one, I see kids almost get hit every day.	12/23/2024 9:54 AM
69	Fix potholes, add street lights	12/23/2024 9:51 AM
70	Lighting, pavement markings	12/23/2024 9:50 AM
71	More stoplights on Main Street	12/23/2024 9:48 AM
72	Speed management	12/22/2024 10:58 AM
73	More lighting at all intersections Painted crosswalk lines- dangerous esp for pedestrians at South intersection by Panda Express and intersection by Smiths South Elementary could use a flashing school zone- speed reminder sign on the north side	12/20/2024 9:45 PM
74	Crosswalks in school zones crossing gaurds	12/20/2024 5:32 PM



## Iron County Safety Action Plan Survey

75	Speeding and distracted driving are the worst culprits. More bike paths are needed.	12/20/2024 4:10 PM
76	Marking, speed and passing	12/19/2024 8:49 PM
77	Safer ways to cross Fiddlers Canyon road at Wedgewood Lane or up closer to the elementary school. People fly down Fiddlers Canyon too fast and it is not safe being a pedestrian.	12/19/2024 8:44 PM
78	Lighting, speed bumps, radar flashing speed signs etc	12/19/2024 4:40 PM
79	I would love to continue seeing improvements to visibility of roadway lines, a reduction in the number of vehicles using headlights that actually reduce the visibility of drivers around them, and increased acceptance of sidewalks and bike paths to main roadways.	12/19/2024 3:14 PM
80	Iron Springs isn't the only road in disrepair but it is the one I am most concerned about. Sooner or later there will be a major accident or environmental catastrophe due to the negligent disrepair of Iron Springs Road AND the fact that the county allowed heavy industrial development without adequate infrastructure.	12/19/2024 11:45 AM
81	Speed humps through south mountain neighborhood. Slower speeds and daily patrols on 5700 w. Slower speeds on all of main street. A pedestrian overpass at school on 200	12/19/2024 8:03 AM
82	Roundabouts get a bad rap, they are very effective if they are in an area with minimal truck traffic. Bike lane throughout the valley.	12/19/2024 6:52 AM
83	Improved signage	12/18/2024 4:11 PM
84	Maverick on SR 130 the big rig trucks block the road when the pumps are full, making it impossible to make right and left turns.	12/18/2024 12:37 PM
85	Illegal lanes changes	12/18/2024 11:43 AM
86	See above	12/18/2024 10:57 AM
87	A traffic light by Sportsman's Warehouse for exiting that shopping plaza would benefit those wanting to turn left. A dedicated left turn signal at Royal Hunt and Cross Hollow at the Panda Express corner.	12/18/2024 7:22 AM
88	more easy to use/single lane roundabouts	12/17/2024 6:44 AM
89	Updated curb painting for no-parking zones	12/16/2024 2:46 PM
90	In areas of high pedestrian traffic, use signs like SUU has on 300 West Pavement markings help, however maintaining markings is also critical. Iron County has grown so fast that 10 year plans have become obsolete. New traffic patterns need to be designed and implemented. Keep to the Right except to pass needs to be enforced better. Too many people drive on inside lanes obstructing (Impeding) traffic on multiple lane roads. Better downlighting at high traffic Intersections. Intersections need Turn Signals that activate during heavy traffic.. Note: Cedar City main had Turn signal lights before St. George did. Cedar Main and 1600 North needs light with Turn Signal.	12/15/2024 8:11 AM
91	Inadequate bike lane or shoulder on the following roadways (both directions): Westview Dr, South Mountain Dr, Old Highway 91, S Providence Center Dr, Lund Hwy, Hwy 14	12/14/2024 8:16 PM
92	I would like to see more consistent enforcement of traffic rules.	12/13/2024 10:37 AM
93	Street Lighting	12/11/2024 2:37 PM
94	A sidewalk please!	12/11/2024 11:42 AM
95	That whole area to get onto the free way (we all know the one) is really complex for no reason.	12/11/2024 10:00 AM
96	Pedestrian crossings and lighting	12/10/2024 2:51 PM
97	Better road markings and speed management on Highway 56.	12/10/2024 2:21 PM
98	I don't drive IC roads enough to express an opinion.	12/10/2024 11:19 AM
99	Fiddlers Canyon Road and Wedgewood Lane intersection needs a stop light.	12/10/2024 8:41 AM
100	Speed trackers and a intersection under the highway bridge by CVHS, or speed trackers around KB.	12/9/2024 9:07 PM



## Iron County Safety Action Plan Survey

101	Bike lane or separated path along N Old Highway 91. Overpass or underpass for pedestrians and cyclists to get from the E Bench trail/S Old Highway 91 to Walmart/ Cross Hollow path. Pedestrian crossing on S Main St between Thunderbird Way and W 600 S.	12/9/2024 8:06 PM
102	In addition to what I mentioned above, I would love to see the county improve shoulders on roads outside of town so that bikers would have better and safer options. I think this would improve the amount of people utilizing bikes and could potentially reduce the number of vehicles.	12/9/2024 1:27 PM
103	Midvalley road in Enoch is quite narrow in places, and walk paths are not always adequate. People speed up half mile road in Enoch. A posted speed limit might help.	12/9/2024 11:46 AM
104	Updated handicapped locations, markings, and devices.	12/9/2024 10:03 AM
105	Honestly, a lot of safety would be solved by introducing better public transit. Getting more people off the roads would fix more than refining what we have (outside of dealing with elderly drivers that probably aren't fit to be driving - though public transit may solve that by giving them an alternative).	12/9/2024 9:28 AM
106	Bicycle and Pedestrian markings and pathways	12/9/2024 7:35 AM
107	It is very difficult to see in some areas when cars park right on the edge of curbs, or when nature is very large	12/8/2024 5:23 PM
108	More lighted stop signs.	12/8/2024 5:13 PM
109	It's mostly in Cedar, but I'm not a fan of when the roads get resurfaced and it takes months to get the turn arrows and other intersection markings repainted.	12/8/2024 4:30 PM
110	Speed management on U56	12/8/2024 2:18 PM
111	See above	12/8/2024 12:50 PM
112	lighting, bicycle and pedestrian facilities, less cars parked on street or not so close to where you have to turn on to main street.	12/8/2024 6:49 AM
113	lighting, bicycle and pedestrian facilities	12/8/2024 6:30 AM
114	A project to train folks in the basic rules of the road - especially the difference between a shoulder and a turn lane and how to use a 4-way stop. Painting/signage might help	12/7/2024 11:15 PM
115	Better pavement markings about where people shouldn't be parking. Although I admit this shouldn't be necessary.	12/7/2024 7:38 AM
116	Pedestrian lights on main and center in Parowan.	12/7/2024 6:46 AM
117	Speed bumps on 700 W. south of the university.	12/6/2024 9:03 PM
118	More crosswalks around the SUU campus, less street parking by corners because then I can't see around the trucks when I am trying to turn	12/6/2024 5:56 PM
119	Enoch needs sidewalks and improved walking paths, and street lights.	12/6/2024 3:22 PM
120	More lights on 200 North, East of the freeway to Main. At times cars are trying to enter that rode from side roads and waiting for a while so they become impatient.	12/6/2024 1:53 PM
121	Improved intersection timing and enforcement of red, yellow, green light and turning and signals.	12/6/2024 1:18 PM
122	Speed management going north on Main after the I-15 exit 57. Speed management past walmart going west/north on Cross Hollow. Lighting on Lund and Westview type roads. (Increased traffic volume and so hard to see at night). Road construction and signage - signs and cones will pop up and then stay up without work being done. It is confusing for daily drivers to know if signs are truly what is going on. With the growth of Cedar, it would be great to have traffic flow studies going on to help living here be more enjoyable. Going into town to shops is a challenge. Many times I will not go to all the places because it feels almost impossible to get on and off main street in the spots I need to and being mindful of other drivers waiting behind me.	12/6/2024 12:39 PM
123	Pedestrian and cyclists awareness, better lighting on South end of Main Street in Cedar	12/6/2024 11:27 AM
124	Improve traffic lights and congestion	12/6/2024 11:20 AM



## Iron County Safety Action Plan Survey

125	Better lighting in residential streets. Street corners cleared so there's a clear view when turning.	12/6/2024 11:10 AM
126	Give us bike paths and trails, give us sidewalks, lower the speed limit on 200 and please put in a crosswalk from the grocery store to the motel. Please consider flashing stop signs that say it is not a 4 way stop on Main Street at Center and Main Street at 200. Please reduce the amount of people who are able to blow through Main at 200 heading up the mountain, they treat the residential roads like a freeway and have lost their bumpers at the big dip at Lions Park. Please put bumpy things at the bottom of the mountain near the cemetery to let people know they need to reduce their speed when traveling down Center or 200. Essentially, we need people to respect our community and not go so fast our kids are in danger. A blinking crosswalk across Center that connects 300 from Lions Park to the Fairgrounds would be great too. The road turns there and people are usually doing 50 - 70 mph coming down the mountain and kids cross there to get home from school, to the pool and park or the opposite way to the fairgrounds. It should take another fatality in Parowan for us to make these important changes.	12/6/2024 11:10 AM
127	Brighter pedestrian-activated flashers at 300 W and Shakespeare Avenue in Cedar City. Could the flashers be red lights?	12/6/2024 11:04 AM
128	More sidewalks, especially on the larger roads mentioned above More accessibility for bikes, skateboards, etc. Expand the current walking paths (and connect them), so that pedestrian and bike traffic can utilize those, instead of sharing the road with cars	12/6/2024 10:25 AM
129	On main street in Cedar city, there are people who park on the sides, blocking the view of the people turning onto main street. It would be great if that was discouraged more for the safety of the people turning.	12/6/2024 10:23 AM
130	Street lighting and signs	12/6/2024 10:11 AM
131	800 W and 200 N light is too short to cross on a bike. Bike lane on 800 W Coal Creek and 300 W. There's an entrance to the park but no crosswalk. With the construction on Industrial, there's no good place to walk along the road that isn't extremely narrow.	12/6/2024 10:04 AM
132	Lighting in Mountain Shadows neighborhood	12/6/2024 9:59 AM
133	Speed management and failing to yield to pedestrians/cyclists are where I think potential lawsuits and deaths are most likely to happen. And I think the only way you are going to stop or even slow down any of this is with an active citation system for offenders.	12/6/2024 9:51 AM
134	More pedestrian crossings (with lights) between Cedar Knolls (North Main) and 400 South Main. There are often people jaywalking because there are not enough crosswalks and it's a wildly dangerous place to jaywalk. Part of why it's dangerous is because of the steep driveways and blind turns onto Main Street. Cars are unpredictable because it's difficult to turn on or off of Main Street.	12/6/2024 9:19 AM
135	Strategies to stop drivers using phones while driving (e.g. fixed cameras and fines). Teach pedestrians how to cross the road safely.	12/6/2024 9:12 AM
136	Clear distinctions between turn lanes vs shoulder/bike lanes. I often find my self waiting to turn right in a marked straight/turn lane with my blinker on only to have another driver pull up next to me on the right also trying to turn	12/6/2024 8:56 AM
137	I think Main St in Cedar City could greatly benefit from speed management.	12/6/2024 8:41 AM
138	another stoplight on main street by Big O tires	12/6/2024 8:27 AM
139	All streets should have contiguous sidewalks, and all major roads should have dedicated bike lanes.	12/6/2024 8:07 AM
140	speed management, improve signs, lighting	12/6/2024 7:50 AM
141	Any place there is a flashing yellow left signal, those need to be, green arrows. Green long enough to left the 10 or so cars lined up to go through, then go to yellow, then Red and that's it! You are not a small town anymore and flashing yellow signals is just getting people hurt!!!	12/6/2024 7:50 AM
142	Street Lighting- County areas where there are homes and subdivisions. There can be a lack of street lighting in the more rural areas, (Enoch, Mountain Shadows Subdivision, etc.)	12/6/2024 7:46 AM
143	The bike path that ends south of Centennial Park doesn't have a curb cut and is dangerous for	12/6/2024 7:24 AM



## Iron County Safety Action Plan Survey

cyclists and walkers with strollers. The drivers speeding throughout the county is out of control. More speeding stops and higher fines may help. The existing bike paths are really great and every new development ought to have REQUIRED pedestrian and bike paths. Especially the huge developments like the one on West Hwy 56 called Iron West. All the developments along Lund should have bike paths that allow residents to access town on a bike safely. Same situation with the Midvalley developments. All these places should have bike and pedestrian access. The new retail space on Cross Hollow should connect to a bike and pedestrian path system to get to residences in the area. Same with the Midvalley-Minersville Hwy retail developments - they should have pathways to connect to the surrounding residential areas.

144	ticketing vehicles that are parked too close to stop signs near SUU.	12/6/2024 2:09 AM
145	Improved stop signs. I would also really like to see better complete sidewalks for pedestrians, especially along South Main street (Near Golden Corral all the way to Wells Fargo, the sidewalks are missing in complete sections, and not well maintained) in Cedar City, and the surrounding neighborhoods so families with young children can feel safer walking around our beautiful community.	12/6/2024 12:40 AM
146	It is hard to see on many side streets when turning due to cars parked all along the sides of the road. On W 1045 N there is no turn lane for cars to turn left onto the many side streets and complexes, which I have seen cause other drivers who aren't turning to swerve around a car who is trying to turn, instead of waiting behind them, which is quite dangerous. When drivers do actually wait and don't swerve around the driver who is trying to turn, it can immensely hold up traffic if there is a lot of oncoming traffic and the person turning left has to wait to turn. Every time I turn left onto one of these streets it feels very risky because of this. And like drivers behind me may hit my car because they don't pay attention to my left hand turn signal.	12/6/2024 12:32 AM
147	Improved signage on roads too wide for easy recognition of stop signs. Barriers in areas where turning left is simply reckless and where people should be advised to go around the block to a protected left at a light.	12/6/2024 12:18 AM
148	Management of foliage and vegetation near intersections, as to afford a better view of the road in all directions	12/6/2024 12:14 AM
149	Putting up more signs indicating which direction a road is going when it is a one way road. Specifically, the roads behind the buildings that run along the west side of main street. It could also use more street lights on the roads behind these buildings. Ie the buildings behind bullock drug, main street books, bright future tattoos, etc. More lights on non-main roads that are hard to see at night.	12/6/2024 12:11 AM
150	Pedestrian crossing lights, lighting, speed management signs with flashers for speeding, disability walk signs	12/5/2024 10:10 PM
151	Improved crosswalks around SUU campus. Specifically around Bristlecone Hall and the new parking lot.	12/5/2024 9:35 PM
152	A sign to clarify that we can't both be going at the same time. A sign that says "Left turn yield to oncoming traffic" by the cross walk pole or on the traffic light itself. Something to clarify. In my case there have been 3 *very* close calls there. This sign would at least help assign fault when an accident occurs.	12/5/2024 9:18 PM
153	Speed management, traffic control during especially busy times a day on highway 56 Better lighting along highway 56 Traffic light at intersection 1600 N and Lund Highway	12/5/2024 9:16 PM
154	See above, Alternate routes to get from one end of town to the other That does not go through residential area	12/5/2024 9:11 PM
155	Police presence on all roadways, especially main Street. Something done with the South interchange. Left turns lights that always work on main Street.	12/5/2024 8:06 PM
156	Street lights would be nice, good sidewalks too. 300 west is well traveled and people often speed along that residential street. Maybe some speed bumps would be beneficial	12/5/2024 7:49 PM
157	Having hidden patrol cars	12/5/2024 7:31 PM
158	Cedar Main St through downtown, it would be really better to have an ALTERNATE route mother-south through town that didn't have as many intersections/driveways so that cars could travel N-S but people on foot/bike/wheel chair could safely move through downtown (they're the	12/5/2024 7:08 PM



## Iron County Safety Action Plan Survey

ones going to local businesses anyway). Turn lanes for E/W bound traffic at the Cross Hollow-Royal Hunt Dr intersection need to have overhead signs. The paint wears off quickly and there is often confusion about what you can do from which lane. There needs to be sidewalks and bike lanes in many more places (e.g. Hwy 56, Westview, Lund Hwy) so that people can use active transport safely

159	At busy 4 way stops I feel unsafe crossing at times. Maybe a pedestrian sign underneath the stop sign to keep people aware	12/5/2024 6:43 PM
160	Better bicycle paths and lanes, better sidewalks so pedestrians don't trip and so they are accessible for those with disabilities	12/5/2024 6:38 PM
161	Need traffic lanes to be painted...very hard to see in rain or darkness Better speed management and red light running	12/5/2024 6:26 PM
162	Need traffic lanes to be painted...very hard to see in rain or darkness Better speed management and red light running	12/5/2024 6:26 PM
163	More speed limit signs on Main street. I can never figure out how fast I'm supposed to go	12/5/2024 6:24 PM
164	A redesign of the interchange there is too wide of concrete in the middle. If that was decreased the turn lane at the ends could extend further and ease some of the backed up traffic. Also the inter section of 1100 west and 600 south gets very backed up also and it sometimes backs up all the way over the bridge and to the next intersection. This blocks any entrance and exit of 1175 west. And can even block traffic exiting sage drive.	12/5/2024 6:18 PM
165	Bicycle and pedestrian facilities. More police presence targeting aggressive and distracted drivers. Uber/Lyft More public transportation options.	12/5/2024 6:16 PM
166	The light by Smith's needs better timing for East/West travelers. Pedestrians barely have enough time to cross the road, and drivers end up running a red light so they don't get stuck at the light a second time. People visiting the baseball fields by Lin's often park in the road on the north side (instead of in the provided parking lot), and it makes driving on that road feel very unsafe. It's too narrow, and pedestrians walk into the road without looking (often times it's children so drivers have to be extremely cautious), and it's putting them in danger. There should be no baseball parking allowed on the street. People who live on Highland and the nearby streets are most affected by this issue.	12/5/2024 5:51 PM
167	I want to see more speed limit signs and more sufficient lighting.	12/5/2024 5:40 PM
168	Better roads and no potholes and people not being on phones and better lighting on streets	12/5/2024 5:36 PM
169	Longer left hand greens before blinking yellow. People run those lights a lot. Left turn on the frontage road to turn toward Home Depot in that big intersection needs to be longer. Sometimes only one or two trucks gets through. So people run it.	12/5/2024 5:35 PM
170	Improvement in amount of pedestrian crossings and adequate streets lighting through out the county	12/5/2024 5:31 PM
171	More lighting, reflective street lines, and speed limits updated on car navigation feeds	12/5/2024 5:29 PM
172	4200 (Buena Vista) off of 56 is a hard neighborhood to exit now that there's so much more traffic from the west. Unlike Alta Vista we have no other way to get out of the neighborhood	12/5/2024 5:24 PM
173	Lighting	12/5/2024 5:14 PM
174	A side walk on the north side 1150west center street	12/5/2024 5:03 PM
175	Speed management, fix potholes and cracked side walls, more lights in dark alleys	12/5/2024 4:33 PM
176	improved roads, improved pedestrian and bicycle facilities,	12/5/2024 4:31 PM
177	Laws are made, and signals have been placed but there are no law enforcement officials to make laws respected	12/5/2024 4:28 PM
178	Better lighting would make it safer for drivers to see pedestrians. Flashing lights at the school zones as students are crossing the street. No left turns and/or a median by the entrance/exit for Del Taco, Panda (businesses on that corner) and no left turns and/or median from those leaving Starbucks, Cafe Rio	12/5/2024 4:26 PM
179	The city installed more stoplights with left-turn lights, but then doesn't use them on a regular	12/5/2024 4:22 PM



## Iron County Safety Action Plan Survey

basis. We should be utilizing the left turn light and NOT the flashing yellow, including when the left-turn light is green and then turns flashing yellow. We have too many drivers in this city who feel entitled to run a red left-turn light because the car in front of them had to heed right-of-way during a flashing yellow. I've seen up to three cars at a time run the red light because of this. We need to give those turning left consistent and longer right-of-way. We also need consistent traffic light patterns. Drivers get confused when the traffic light pattern changes every few minutes, and in some cases from cycle to cycle. For example, the Main St/Fiddlers Canyon light changes its pattern constantly. Mornings between 7:30-8am are notoriously inconsistent. Cars needing to turn south onto Main St from Fiddlers will get backed up almost half a block at times because the light is only letting two cars through before it turns yellow. Turning left onto I 15 South from North Main has a similar problem.

180	Mainly feeder road markings and the stoplight listed previously. Westview and Lund onto Hwy. 56 also has two/three feeder lanes, and people don't frequently know which lane to be in to go straight, turn, etc., and they tend to drift into both of the two lanes on Hwy. 56 (both the far right and the more center, correct lane) when turning left.	12/5/2024 4:22 PM
181	Making pedestrian crossing around main street more obvious to the drivers.	12/5/2024 4:14 PM
182	Increase lighting at crosswalks. Also when turning left off main while heading north, increase the green turn signal time.	12/5/2024 4:13 PM
183	2300 w north of midvalley road doesn't have any markings on it. Painting the double yellow line on it at least would help as sometimes it is hard to see the edge of the road, and having some marking will help.	12/5/2024 4:11 PM
184	Traffic management	12/5/2024 4:09 PM
185	Slow the speed of main street, decrease the number of car lanes to make way for safe infrastructure for pedestrians and cyclists. Make intersections narrower so pedestrians do not have to cross so far while encouraging cars to slow down when turning. Add bike lanes that are protected from car traffic. Add speed bumps over crosswalks by SUU.	12/5/2024 4:08 PM
186	More bike lanes everywhere. The ones around SUU are great, but they need to be extended away from campus instead of just ending. Reducing the speed limit on Main Street should be considered. With the increased development that has happened both north and south of downtown, 45 mph is probably too high. Traffic flow through the light in the Providence Center area is rough. The left hand turn signal to turn south onto Providence Center Drive is too short, which backs traffic up and makes the entire area unsafe for motorists, pedestrians, and bikers. I don't understand why we even have left hand turn signals at the major intersections since most of them aren't programmed to turn green. With the increase in traffic through town, having those turn signals actually work would probably help with traffic flow and reduce the number of cars that continue to turn after the light has turned red.	12/5/2024 4:07 PM
187	reflectors on paint lines for main high-traffic areas such as Main Street, Freedom Blvd, and University Blvd.	12/5/2024 4:04 PM
188	Signage, pavement markings, sidewalks, etc.	12/5/2024 3:59 PM
189	More bike lanes. Bike lanes separated from main traffic by a curb. Grass medians or other features in the road have been shown to cause people to drive slower. Signs reminding drivers that cross traffic does not have a stop sign.	12/5/2024 3:59 PM
190	Another traffic light on South Main Street	12/5/2024 3:56 PM
191	Traffic calming, especially bump outs at major intersections with pedestrian crossings, plus speed limit enforcement, and parking enforcement. Lower speed limits on south Main Street would likely help with dangerous left turns as more and more businesses get added.	12/5/2024 3:52 PM
192	Honestly, adding enough street lighting throughout Cedar would be beneficial. Specifically within the residential areas.	12/5/2024 3:47 PM
193	Create right turn lanes, I have almost been hit 5 times this week because someone used the shoulder of the road to turn right, while I was in the correct lane	12/5/2024 3:46 PM
194	More/longer solid green turn lights every time. Repaint turn only lanes (especially from Home Depot turning towards the freeway).	12/5/2024 3:46 PM
195	Turn lane pavement markings are usually worn or nonexistent. People tend to create a right	12/5/2024 3:44 PM



## Iron County Safety Action Plan Survey

turn lane even if it is not there.

196	South Main Street and Highway 56 both transition from a fast speed to a slower speed. Do we need another stop light? Slower speed limits? It is hard to navigate when half the traffic coming toward you is speeding up and the other half is (or should be) slowing down. 200 North in front of Taco Bell needs a cement partition like the one in front of Burger King. Many people use the turning lane as the "Taco Bell turning lane". This disrupts the safe flow of traffic in that area who want to turn on to 800 West.	12/5/2024 3:43 PM
197	Safety surrounding SUU and streets that lead to entrances to SUU. They are not pedestrian friendly at all. I've seen students slip and off trip over cracked or missing sidewalks.	12/5/2024 3:43 PM
198	More traffic enforcement. It rare to see a car pulled over in Iron County. People have no regard for traffic laws here because they know there is little chance of getting stopped by the police.	12/5/2024 3:43 PM
199	There is a crosswalk East of SUU's museum that needs awareness lighting. Block curb parking back (red curb) from 200 N. to Main St. in Parowan so turns can be made safely onto Main when school is in session. The view to pull out of the high school's (Parowan) South parking lot is obstructed by street parking also. High-school students frequently pull out in front of oncoming traffic.	12/5/2024 3:42 PM
200	More Street lighting throughout town would be beneficial. A stop light or round about or something by the Royal Hunte Drive Location I mentioned.	12/5/2024 3:41 PM
201	The interstate, all of it, especially between Cedar City and Parowan. More law enforcement. I often see people going 90 or 100 down the interstate. Also the tailgating is horrid on the interstate.	12/5/2024 3:40 PM
202	We need better patrol of people running red lights. Everyone is so impatient, the amount of times there are near misses in intersections on Main Street and 200 N are really concerning. Also, we need better traffic flow around Coal Creek/Main Street intersection, left hand turns out of business there shouldn't not be allowed. Also, we need no parking zones at intersections that turn onto busy roads, people park so close to the corner it's impossible to see oncoming traffic. Especially turning onto Main Street at the no light/no stop sign intersections on North Main and turning onto Coal Creek road from 300 and 400 W.	12/5/2024 3:39 PM
203	speed limit enforcement on main street	12/5/2024 3:39 PM
204	Heavy parking on neighborhood streets that causes blind spots for drivers.	12/5/2024 3:39 PM
205	More lighting in neighborhoods, especially during winter when it gets dark and sidewalks are icy. Also the cross walks in front of Cedar Hall have torn up sidewalks either way.	12/5/2024 3:38 PM
206	Improve view onto roads when turning without a 4 way stop. This could mean having to limit parking on those roads to allow for better visibility. Increased lighting on all sidewalks especially in areas with (student) housing. More regular policing of driving behaviors, including distracted driving and drunk driving.	12/5/2024 3:38 PM
207	The more bicycle lanes in Cedar City the better, with more visible markings. Also, adding cross walks near campus. In particular, a cross walk at the corner of 200S and 700W would be helpful. A lot of people cross the road there, including high school students on their way to Success Academy.	12/5/2024 3:37 PM
208	Pedestrian access along Midvalley road. There is very little pedestrian access along roads in the north part of the county along busy roads	12/5/2024 3:37 PM
209	I'd suggest more signage and enforcement for distracted driving near the busy roadways. As well as better traffic control methods for popular highway entrances, particularly the one near Walmart.	12/5/2024 3:37 PM
210	More lighting in neighborhoods	12/5/2024 3:36 PM
211	bike lanes for the entire town including the Providence area	12/5/2024 3:35 PM
212	There are always election signs and other advertisements at the intersection of College Way and 200 N that make turning right harder, especially when other cars creep forward.	12/5/2024 3:34 PM
213	Improve/add more pavement markings and signs.	12/5/2024 3:34 PM
214	We need reflective lines dividing roads everywhere. It is so hard to see the lanes when it is	12/5/2024 3:34 PM



## Iron County Safety Action Plan Survey

	dark/snowing/raining. Streetlights all around town don't properly illuminate streets.	
215	Lighting around SUU campus and easier to view stop signs	12/5/2024 3:33 PM
216	More pedestrian crossings Better lighting in areas where deer are present	12/5/2024 3:31 PM
217	not sure	12/5/2024 3:30 PM
218	Parowan needs help. No traffic lights. No cross walk lights.	12/5/2024 3:04 PM
219	Intersection of center and main in Parowan needs a traffic light	12/5/2024 2:32 PM
220	Parowan needs help. No traffic lights. No cross walk lights.	12/5/2024 1:19 PM
221	Bicycle and pedestrian facilities, lighting	12/5/2024 11:47 AM
222	More side walk throughout all of parowan and re pave old 91 from summit to cedar city.	12/5/2024 11:18 AM
223	MORE designated livestock trail signs. !!!!	12/5/2024 10:20 AM
224	There's just so many people on this road not enough lighting at intersections hard to see from 1600 W. onto Lund Highway not enough stoplight time at Lund Highway and 56 Also, it's hard to come out on iron Springs	12/4/2024 9:05 PM
225	Most of Enoch needs new lines painted on the roads, street lights at the roundabout wouldn't be a bad idea either.	12/4/2024 12:33 AM
226	Turn lanes	12/3/2024 6:50 AM
227	The entrance at JoAnns. All of the school zones need lights, or other ways to get in and out. 200 N is so hard to turn left onto. More stop lights.	12/2/2024 9:26 PM
228	Add access to Providence center drive from Old Highway 91 near Greenslake Dr (Old overpass). Also add an additional turning lanes from Royal Hunt Dr onto Cross Hollow.	12/2/2024 9:20 PM
229	ATV / UTV Path	12/1/2024 7:16 PM
230	Review need for traffic signals an settings, better street markings, and increased enforcement.	11/30/2024 5:28 PM
231	3900 west needs lines painted as well as the road being the same width. Also adequate speed signage. Same issue with Iron springs road and lund highway. Mentioned above, knoll street in Cedar city. I believe center line striping on Right hand canyon from SR14 to the end of the pavement Speed signs showing your speed from Vandenburg eastbound on old 91. The same on the other side of the underpass coming from kannaraville going west under the underpass. It is a 25 speed limit with a lot of traffic going both directions and no one goes that slow.	11/27/2024 10:40 AM
232	Speed limit lowered, improved lighting, speed management.	11/26/2024 8:56 AM
233	speed management	11/26/2024 7:40 AM
234	Paving and maintaining county roads where taxes are paid	11/25/2024 2:10 PM
235	Three way stop off exit 51 south bound. Speed bumps in town of kanarraville	11/24/2024 6:29 AM
236	Havnt seen center lines or outside border markers painted on the road in some time. Hwy 91	11/23/2024 4:53 PM
237	No parking areas, speed management, cross walks, signage	11/22/2024 11:25 AM
238	Additional round-a-bouts at heavily congested intersections in the county	11/22/2024 10:19 AM
239	Pedestrian facility or air walk. Pedestrian lights at the second crosswalk near the football field.	11/22/2024 9:51 AM
240	Dotted white line at right turn intersection alloying drivers to turn right next to curb most states it's illegal to turn right over a solid white line. Slow Main Street speed down to 25 mph from I15 to I15 Dedicated bike lane on Main Street from I15 on the south to midvalley rd on the north	11/21/2024 9:45 PM
241	Improvement across town with a shoulder to turn corners in. Southern freeway exit needs a complete redo.	11/21/2024 8:17 PM
242	Hwy 56 More speed limit signs on minersville hwy The frontage road between Enoch and Summit might as well be dirt!	11/21/2024 4:11 PM
243	Potholes on main St. in Cedar. Potholes at entrance and exit to Lins and Walmart	11/21/2024 12:05 PM



## Iron County Safety Action Plan Survey

244	Bike paths--or at least good shoulders on the road. There's no safe way to get from Enoch to Cedar on a bike. Also, HWY 91 has no lines on the sides. It's scary in the dark and winter.	11/21/2024 11:19 AM
245	There's just so many people on this road not enough lighting at intersections hard to see from 1600 W. onto Lund Highway not enough stoplight time at Lund Highway and 56 Also, it's hard to come out on iron Springs	11/21/2024 11:13 AM
246	I would like to see the roundabout taken out of Enoch, and replaced with a stop light, the roundabout was a very stupid idea in the first place and complicates traffic flow at that intersection. With the new businesses being put in out there, it is only going to get worse as more traffic increases on Minersville Hwy, and Midvalley Road.	11/21/2024 11:06 AM
247	Police bike patrols, abolish ATV use in town (most are illegally operated by unlicensed underaged uninsured and unregistered motorists	11/21/2024 10:17 AM
248	speed management I-15	11/21/2024 9:56 AM
249	More uhp and city police	11/21/2024 9:54 AM
250	Same as above	11/21/2024 9:52 AM
251	Pedestrian crossing, speed management	11/21/2024 9:49 AM
252	Improve plowing, salting, or other winter methods across all of town. Management of ice!	11/21/2024 9:45 AM
253	Lower speed past the Y on 56, it goes to 65 but there is a left turn right there. Lower speeds and more patrols on 5700 W.	11/21/2024 9:41 AM
254	More bike lanes	11/21/2024 9:38 AM
255	More pedestrian friendly facilities	11/21/2024 9:29 AM
256	1) Speed management 2) Establish a right turn lane going E on Hwy 56 @ Cross Hollows light	11/21/2024 9:26 AM
257	Pedestrian crosswalk at Park on 100 E by Elks Lighted Stop sign at Canyon Park West. Easier and safer travel from East Cedar to West	11/21/2024 9:22 AM
258	Bigger speed limit signs!!! Mayne a round about on campus	11/21/2024 9:15 AM
259	Lighting in more rural areas and more street signs	11/21/2024 9:05 AM
260	Hwy 56 sidewalk / lack of bike lane Airport road sidewalk / lack of bike lane	11/21/2024 8:53 AM
261	No parking zones close to the street going through the underpass at the CVHS/CVMS practice field	11/21/2024 8:50 AM
262	Main St. & 200, more green left turn arrow, same at intersection by Walmart, and too much building and congestion in that Walmart area.	11/21/2024 8:19 AM
263	Lights programed to allow more flow from through consecutive lights. Often times after the current light you are at turns green there will be another light just a block in front of you that has now turned red and so you have to stop again. Stop go stop go stop just let it flow geez. Mainly down main street and down 200 near Maverik, Ramada inn and Wendy's.	11/21/2024 8:18 AM
264	Speeding seems to be an issue on Northfield Rd.	11/21/2024 7:58 AM
265	Reduced speed, enforcement	11/20/2024 6:03 PM
266	lighting, parking on roadsides	11/20/2024 6:02 PM
267	Slower speeds, increased traffic lights specifically to left turns, more speed traps + enforcement	11/20/2024 5:57 PM
268	more bike paths, more crosswalks	11/20/2024 5:55 PM
269	Improve Signs, Pavement markings	11/20/2024 5:52 PM
270	Pavement markings	11/20/2024 5:51 PM
271	Fix sidewalks, Put a stop sign instead of a yield by baseball fields & Highland	11/20/2024 5:49 PM
272	Please more enforcement!	11/20/2024 5:46 PM



## Iron County Safety Action Plan Survey

273	Improve signs	11/20/2024 5:44 PM
274	People don't know how to use the turning lane	11/20/2024 5:42 PM
275	Longer green lights around railroads to allow semis enough time to turn, driver education.	11/20/2024 5:40 PM
276	I've noticed a lot of signs throughout the county that are faded and leaning.	11/20/2024 5:12 PM
277	Pedestrian crossings in school zone-make the cross lines bigger and more of them.	11/20/2024 1:05 PM
278	The signs could always be improved to meet MUTCD standards. I've noticed lots of bullet holes and fading signs throughout the county.	11/20/2024 1:00 PM
279	Bicycle paths in Enoch	11/20/2024 12:55 PM
280	200 S & Main in Parowan, intersection needs a stop light. 200 S, especially East of Main St. has people speeding and running stop signs all of the time. So, speed management would be huge.	11/20/2024 12:45 PM
281	Please improve the pot holes and the sewer main holes	11/20/2024 12:25 PM
282	Active transportation lanes on Hwy 91. Improved roadway on Hwy 91, improved traffic flow @ hwy 91 & SR 130	11/16/2024 3:31 PM
283	Walmart interchange needs to be fixed. We need another ramp on that side of town to get on and off the freeway. The turn at the lights get congested all the time.	11/15/2024 1:24 PM
284	Speed management.	11/14/2024 2:55 PM
285	Bicycle and pedestrian protected lanes	10/17/2024 8:40 PM
286	Improve enforcement of the laws towards drivers, seek out drivers rolling coal on cyclist, educate everyone that our neighbors are all out on the road and being safe drivers means we all get home safely. In addition make the waking path more comfortable, the deep cracks make it an unpleasant ride on bicycles and also the foot bridges along them have only dirt leading up to them which erodes, making it an abrupt bump. Maybe designate the sheep bridges and animal crossings underneath accessible to cyclist and pedestrians, they're safe and allow more direct access throughout to.	10/17/2024 8:05 PM
287	More no right turning lanes on the North entrance of I-15. Better cycling space whether it be wider or bike lanes from Cedar to Enoch and out to Three Peaks or just West. More bikability on Main Street and more safe ways to cross the street on the South end of Main Street from Smith's to Walmart.	10/17/2024 7:39 PM



## Q7 Please share any additional comments, concerns, or suggestions about roadway safety in Iron County.

Answered: 125 Skipped: 249

#	RESPONSES	DATE
1	I very much appreciate the approach to roadway design in the university area and historic, but outside of those two narrow areas, car traffic gets very unsafe.	1/30/2025 1:46 PM
2	None	1/25/2025 4:06 PM
3	More traffic enforcement.	1/25/2025 8:28 AM
4	im a truckdriver and go through your county 2 times a day would love to give a officer a ride along so they could see first hand	1/25/2025 8:26 AM
5	Education in the schools from SRO's to refresh students understanding of bicycle and ATV/scooter/ebike rules of the road and traffic safety laws.	1/25/2025 5:29 AM
6	Comments have been made above.	1/24/2025 5:14 PM
7	As the county grows, we would like to see more police visibility in the area. County	1/24/2025 4:11 PM
8	200 south and main. Stop signs know one stops for	1/24/2025 4:05 PM
9	A light in parowan for people to walk safely	1/24/2025 1:59 PM
10	It would be nice if Parowan had sidewalks, especially in neighborhoods	1/24/2025 1:03 PM
11	Constant speeding running stop signs is drive to drivers not paying attention to pedestrians walking with their small animals or their young kids	1/24/2025 1:01 PM
12	Please get Google maps and Apple Maps to change sending vehicles up the shortcut to Brianhead instead of using the correct way down main to Center to Canyon.	1/24/2025 12:41 PM
13	Redesign the city streets to be more people friendly with wider corners, middle of the road reservations, etc. Research Reader's Digest article about safe street design.	1/19/2025 4:58 PM
14	Please address this ongoing problem before someone gets hurt.	1/18/2025 6:19 AM
15	Clear the dead shrubbery blocking portions of the sidewalk along 200S in Parowan.	1/17/2025 10:36 AM
16	In my experience most people have been great when I'm running or riding my bike on the roads. But there are a couple of places where I don't feel safe because of the quantity of traffic and the speed but I would like to. Especially the North interchange overpass and Minersville highway.	1/14/2025 11:43 PM
17	Please keep Iron county a country/rural setting. Please encourage builders to invest in schools, roadways, walking paths, etc and not to build high density home communities with townhomes and apartments	1/12/2025 1:59 PM
18	I've called the police to try to get speeding on my street reduced. The city put up a speed indicating sign, but it has only been partially effective. Cedar Knolls is not patrolled and about the only residential street that runs from south main to 200 North... more needs to be done.	1/11/2025 2:07 PM
19	As an SUU employee who walks to/from campus everyday, I cannot count the number of times that a driver has narrowly missed running me over. This includes drivers running red lights and/or stop signs, drivers ignoring me as a pedestrian in a crosswalk, and drivers failing to yield right of way. I am honestly surprised that more people aren't hit every year.	1/8/2025 5:11 PM
20	It is dangerous, inconvenient, and environmentally idiotic for my wife and me to have to put the rack on our vehicle and transport our bikes to STG in order to be able to ride in peace and safety. Many of the main arteries in Cedar are very trashy, in large part due to open box pick ups spewing litter at high speeds. I suspect the citizens would be willing to help clean up the trash if there were some public commitment to their safety while cleaning up the roads.	1/8/2025 2:02 PM



## Iron County Safety Action Plan Survey

21	Speed	1/7/2025 11:07 AM
22	Cedar City can't keep pushing all of the traffic growth from the new construction going on west of the Airport, on both sides of cross hollow road, the industrial park, west Cedar City So of 56 all onto 56. Cedar is creating a traffic flow issue that eventually will become unsustainable. Additionally, Cedar Coty is forcing almost everyone in the valley to shop on Main Street or in the Walmart complex off of the South interchange. Cedar City planners need to start looking at an alternative shopping center in the western part of the valley.	1/6/2025 5:39 PM
23	As Cedar and Enoch Grow they need to review there plans on how to get people in and out of the city's and the plan need to include walking and biking	1/3/2025 9:07 AM
24	More lights and less 4 way stops.	1/2/2025 7:06 PM
25	No additional safety concerns.	1/2/2025 11:22 AM
26	Cameras	1/2/2025 11:15 AM
27	Cars do not like cyclists on the road and become very aggressive around cyclists. We need to create a separate trail for cyclists and pedestrians for everyone's safety.	12/31/2024 9:55 AM
28	The entrance and exit to Cedar High School are confusing and dangerous. Alao, the flashing stop signs on 600 S. are fantastic! They help me be mindful. Than you for that!	12/31/2024 9:19 AM
29	I just think we need regular reminder training	12/23/2024 11:22 AM
30	Better marked construction areas on roadways	12/23/2024 9:56 AM
31	Drivers are ignoring g speed limits and texting while driving. I don't feel safe on these roads anymore.	12/20/2024 4:10 PM
32	Drivers need to more aware of pedestrians all around town.	12/19/2024 8:44 PM
33	Thank you for caring!	12/19/2024 4:40 PM
34	The traffic laws need to be enforced. Police need to pull people over and give hefty tickets. Enforce expired tags, red light running etc.	12/19/2024 8:03 AM
35	We need bike lanes on Hwy 91 and Sr 130.	12/18/2024 12:37 PM
36	Running red lights- it happens daily in this county.	12/18/2024 7:22 AM
37	Bike, scooter, etc. users need to follow correct traffic patterns!!!! They need to get off sidewalks, bike WITH traffic, not against, and follow traffic signs like a vehicle! It's hard to be a responsible driver when you can't trust bike traffic to follow the rules.	12/16/2024 2:46 PM
38	People in General are in too much of a hurry. Speeding, Distracted Driving, heavy traffic are all factors for issues. I drive a Lot.. Impeding traffic is one thing I see most. Distracted Driving is next. Then you have those that should give more time to get somewhere. Had one on I-15 last night. I was passing a car and a Ford truck came up on rear bumper and turned on off road lights on me.. If Anything would have happened to my car or even tapped on my brakes, I would not be entering this information. Aggressive Driving, Definitely !!	12/15/2024 8:11 AM
39	Make texting while driving just as much of a felony as drunk driving.	12/11/2024 10:00 AM
40	Drivers often ignore pedestrians in crosswalks with the walk signs illuminated when they are making a right turn on red or making an unprotected left turn.	12/9/2024 8:06 PM
41	I can't believe that you are going to let them build a Maverik at the corner of Main St. and 200 North. This is already a very dangerous intersection and the placement of this business at this intersection is going to exponentially compound the problem.	12/9/2024 12:53 PM
42	It is way better than LA.	12/9/2024 10:03 AM
43	On the subject of public transit - we are already developing a trail system that goes entirely around town. Imagine if we had the same for public transit. Even just one line would intensely improve traffic and lifestyle in Cedar. We have the space for it now, but only barely. As the city continues to grow, we may lose that space and it will make the infrastructure much more difficult and expensive to implement. Now is the time to make a plan, not when it is too late. Or we can wait for the flying cars from Back to the Future.....	12/9/2024 9:28 AM



## Iron County Safety Action Plan Survey

44	Overall I feel like the Roads Department does an excellent job maintaining the roads and providing safe pathways. I appreciate the chance to suggest improvements.	12/9/2024 7:35 AM
45	Thanks for doing this.	12/8/2024 4:30 PM
46	When people are biking or riding a scooter or exercising in the dark, it is very difficult to see them unless they have a light or a lot of reflective clothing	12/8/2024 6:30 AM
47	At the bottom of Interstate Drive there is a new stop sign to accommodate the new duplexes in that area. Would a yield sign suffice here?	12/6/2024 9:03 PM
48	SO many pedestrians have been hit recently. I know of at least 6 separate, severe instances this past month alone. Makes me afraid to drive AND walk.	12/6/2024 1:57 PM
49	Please better enforce people not yielding the right of way in busy intersections. Especially those that speed through at the last second of a yellow or "yield" light when they should stop.	12/6/2024 1:18 PM
50	I like to drive and I am an aware driver who can adapt. This is a risky region to drive in and I am so glad you are requesting feedback! Thank you for your work and efforts to increase traffic safety and efficiency in Cedar City!	12/6/2024 12:39 PM
51	too many drivers use the turn lane as a cruise and merge lane - they turn onto main from another street (Canyon Commercial Ave and 1600 north are the worst) and then cruise in the turn lane until a spot opens up to merge	12/6/2024 12:38 PM
52	I encourage you to have more community events in Parowan. We are the county seat but often forgotten or overlooked and involving families and business owners in these decisions would be beneficial for all.	12/6/2024 11:10 AM
53	Less stop signs.	12/6/2024 9:48 AM
54	Making Cedar more pedestrian and bike friendly could help decrease traffic. Lots of people live close to the places they need to go and might choose to bike or walk if they felt safe doing so. (It would also be super helpful to have more bike racks so people could lock up their bikes).	12/6/2024 9:19 AM
55	Some of the sign posted speed limits are very high and drivers still exceed them excessively. for example the I-15 is 80 miles an hour, but it's common to see vehicles going in excess of 90 miles an hour.	12/6/2024 9:12 AM
56	people park their big trucks on roads and you can't see when turning out into traffic.	12/6/2024 9:00 AM
57	I do appreciate our plows diligence and efficiency in clearing our roadways.	12/6/2024 8:41 AM
58	I doubt that our local government can do much except advocate at the state level, but tinted windows are very dangerous for cyclists and pedestrians who cannot make eye contact with drivers to ensure they are seen and are safe to cross roads. Tinted windows should be banned from the front windows of all vehicles in Utah.	12/6/2024 8:07 AM
59	Good lord, see above. If I haven't made myself clear, then you are not listening!	12/6/2024 7:50 AM
60	The lack of planning by this community is not acceptable. All the new developments being approved have no requirements to create a community or connections to shopping and other developments. With all the excellent "Strong Town" models that exist, the planners should be following best practices. The Strong Town people even came to Cedar City (and were paid to do so) and gave a clear plan of action that no one seemed to care about. We need a way to hold our planning commission accountable for new developments. Also, rezoning isn't protecting people who live in a rural area and don't want a development of townhomes in their backyard. I don't feel like residents have any say in how developments and rezoning is approved. I've lived here for 35 years and feel like the greed and lack of vision is at an all-time high.	12/6/2024 7:24 AM
61	There is so many stop signs. And so many roads that could use some stop signs throughout cedar.	12/6/2024 12:11 AM
62	With all of the construction and growth happening in Iron County, most of the main streets in the county were not built to handle the additional traffic we are experiencing. It appears it will only get worse. Highway 56 should be a 6 lane highway, with turning lanes while turning right. at all intersections. Traffic control is needed between 7:30a to at least 9a, at the lunch hour and between 4:30p and 6p. This may help to curtail the number of cars running red lights, speeding and aggressive driving.	12/5/2024 9:16 PM



## Iron County Safety Action Plan Survey

63	Better planing	12/5/2024 8:06 PM
64	The lights are dangerous to cross at. The light at the corner of Lin's and the library is particularly dangerous. Cars don't have enough time to turn left, and don't pay attention to pedestrians crossing. I've almost gotten hit at least 6 times when I had the right of way	12/5/2024 7:49 PM
65	The country should *build infrastructure* before allowing housing development. A good plan for growth will include traffic needs and those needs should be in place BEFORE development happens.	12/5/2024 7:08 PM
66	Require driving tests for older (over 70) drivers on license renewal. Require driving test &/or safe driving classes for anyone with 2 or more driving infractions in one year.	12/5/2024 6:26 PM
67	Require driving tests for older (over 70) drivers on license renewal. Require driving test &/or safe driving classes for anyone with 2 or more driving infractions in one year.	12/5/2024 6:26 PM
68	Overall, Iron County is great- especially thanks to all of the snowplow folks!! Really appreciate everything you do! Thank you!!	12/5/2024 6:16 PM
69	None.	12/5/2024 5:40 PM
70	I'd like to see frontage roads in any new commercial developments along Main or 56	12/5/2024 5:39 PM
71	N/A	12/5/2024 5:36 PM
72	None	12/5/2024 5:35 PM
73	The turn lanes are hard to use safely due to blocked view, and little room to drive especially with cyclist interference.	12/5/2024 4:33 PM
74	maybe start issuing tickets to any "wheeled" or "pedestrian" not obeying the law	12/5/2024 4:28 PM
75	A lot of our roads are really rough and need to be repaired. Make sure stop signs are readable in all of Iron County. For example the one on 600 North and Main Street in Parowan doesn't even look like a stop sign (other than the shape) because it is so faded. There are others that one just came to mind as I was recently on that street.	12/5/2024 4:26 PM
76	The police department is really losing out on a cash crop by not stationing officers at these signals and ticketing those who are running lights. It's widely known the corner of 200 N and Main St is notorious for accidents due to the issues I've mentioned. Additionally, I'm surprised by how many blind corners I deal with in Cedar. Even when the view should be clear, someone has put up a sign or has parked a vehicle near the corner making it difficult to see oncoming traffic. I've seen drivers choose to park in the street even when there is a parking lot immediately available (eg. Spirit Fitness on N Main). All of these seemingly harmless things contribute to visibility issues.	12/5/2024 4:22 PM
77	I appreciate you asking. I wish you good luck. Thanks.	12/5/2024 4:22 PM
78	I think the roadways are fairly safe here. I am more worried about the drivers.	12/5/2024 4:14 PM
79	The whole "downtown" cedar city area is getting quite busy. would be nice to work out an additional driving lane. Maybe even one that must turn right at each light would help.	12/5/2024 4:11 PM
80	Adding pedestrian friendly infrastructure helps encourage people to use it instead of driving everywhere, decreasing traffic and making cedar an overall better and safer place. Thank you for taking the time to improve Iron County!	12/5/2024 4:08 PM
81	These efforts should probably include an education campaign and increased enforcement of existing laws. Too many people in this town don't give a damn about anyone else's safety, especially that of pedestrians and cyclists. That needs to change.	12/5/2024 4:07 PM
82	I've recently been made aware that UTA has the authority for this but I want to see our more high-risk crossing areas with mural art (paint) because studies show it decreases conflict between drivers and pedestrians. Including helping pedestrians feel safer when crossing. there seems to be a connection to drivers slowing down more when there's more art present on the crosswalk.	12/5/2024 4:04 PM
83	I think the biggest issue with road safety is distracted and aggressive drivers, and I think it would do a lot if these behaviors were punished more.	12/5/2024 3:59 PM
84	I am also concerned about aggressive driving on the back roads, particularly intentional	12/5/2024 3:52 PM



## Iron County Safety Action Plan Survey

aggression towards pedestrians and bicyclists. Some sound and pollution ordinances for mufflers would be great.

85	Also, the interchange by the south freeway exit (near Walmart), is a bit of a mess.	12/5/2024 3:47 PM
86	lights for more left turns, it's getting harder and harder to make left turns on "warning" lights	12/5/2024 3:46 PM
87	I feel that law enforcement breaks the driving laws more than they protect/enforce turning laws, etc.	12/5/2024 3:46 PM
88	Is it possible to disable crossing lights near SUU during non-peak hours or teach our university students how to safely navigate crossing the street by themselves? Sometimes it takes longer for the light to stop traffic than it would if the individual would merely wait for oncoming traffic to pass.	12/5/2024 3:43 PM
89	Rural roads need infrastructure for the growth of Cedar City	12/5/2024 3:43 PM
90	The interstate needs way more enforcement, for even going like 8 over. If you are going 10 over, you should certainly be getting pulled over.	12/5/2024 3:40 PM
91	Restrict cyclists on Hwy 14 and other busy, narrow, rural roads.	12/5/2024 3:39 PM
92	It may be important to tend to the elderly also and make sure they are safe in their homes.	12/5/2024 3:36 PM
93	There is a proposal for a round about by SUU, I think a light might be better.	12/5/2024 3:34 PM
94	In general, Cedar City is not very walkable because of poorly maintained sidewalks, inadequate crosswalks, and shitty drivers. It would be great if our taxes went to improving the walkability of more than historic Main Street.	12/5/2024 3:34 PM
95	not sure	12/5/2024 3:30 PM
96	Examination of traffic should be done during winter time when the people from the resort are driving through.	12/5/2024 2:32 PM
97	1st motorist forget there are deer crossing the roads in the dark & many motorist are going to fast for night time when deer are out. 2nd motorist do not respect the livestock hauling equipment or livestock trailing down the road.	12/5/2024 10:20 AM
98	Something needs to be done at iron Springs and Highway 56	12/4/2024 9:05 PM
99	Left turns are almost impossible, due to traffic and blocked views.	12/2/2024 9:26 PM
100	The turning lanes back up way too far on Royal Hunt Dr, and Bentley Blvd. Turning south on Providence center Dr from Cross Hollows is another horrible spot. It backs up Cross Hollows several lights up main street while people wait to turn south.	12/2/2024 9:20 PM
101	As the local population continues to expand, new residents need to be encouraged to embrace to slower pace of life in Iron County.	11/30/2024 5:28 PM
102	I believe any of our major two lane roads in the county would benefit from center lines painted clearly and as often as needed so they can be plainly seen. Any places that have heavy traffic volume would benefit from the signs showing your speed with a speed limit sign . (3900 west, bulldog, iron springs, beryl highway, 2300 west to name a few.)	11/27/2024 10:40 AM
103	I'm growing concerned about the number of sink holes that continue to require mending.	11/26/2024 8:56 AM
104	All the trucks that speed on hwy 91 and kill the 🦌 .	11/24/2024 6:29 AM
105	Iron county is an AMAZING PLACE TO LIVE please get it into the 21st century. THANK YOU!!!!	11/21/2024 9:45 PM
106	Iron county in general is the worst place in Utah for driver and cyclists coexisting. Between the aggressive drivers and the distracted drivers it's a nightmare. I won't let my kids ride their bikes down the road let alone myself riding to work or anything along those lines.	11/21/2024 8:17 PM
107	Stop closing down Main Street in cedar city for events Find a new home for such	11/21/2024 4:11 PM
108	Something needs to be done at iron Springs and Highway 56	11/21/2024 11:13 AM
109	Main street in Cedar City needs to have all the potholes fixed.	11/21/2024 11:06 AM



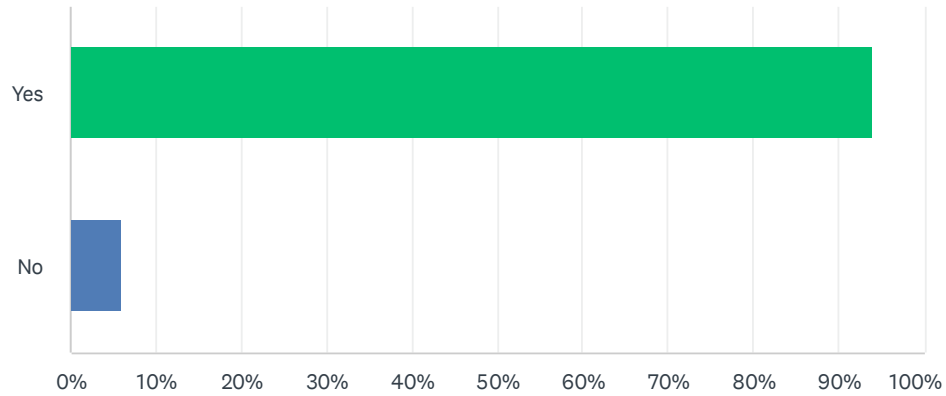
## Iron County Safety Action Plan Survey

110	Cite Wrong Way Parking. It is rampant and illegal. On many occasions I have been confronted by people "surprise" pulling out into traffic - I have no where to go to avoid collision! Sunday Free For All: Illegal ATVS-Underaged, unlicensed, unregistered, uninsured. Virtually no police Unmaintained/Unlicensed cars + trailer (windshields, exhaust, brakes) Motorized vehicles on bike paths	11/21/2024 10:17 AM
111	N/A	11/21/2024 9:56 AM
112	Snow is scary and a lot of college students may be unprepared	11/21/2024 9:45 AM
113	Speed, distracted driving, running lights. Lack of dedicated left turn signals.	11/21/2024 9:41 AM
114	Lines painted brighter on roads between lanes. Views blocked by turns and signs overgrown & weeds & brush. Crosswalks not painted bright enough.	11/21/2024 9:22 AM
115	Make wider R turn lanes and slower speed limits around blind corners, like the one by sherriffs office.	11/21/2024 9:15 AM
116	N/A	11/21/2024 9:05 AM
117	Start enforcing traffic laws. Cedar City wasn't built for this insane growth. Selfish developers, Selfish politicians, Greedy families, out of control University have ruined Cedar.	11/21/2024 8:55 AM
118	I only usually travel through on I-15 and occasionally visit family around Cedar	11/20/2024 5:58 PM
119	Greater driver education on safe rules of the ROA	11/20/2024 5:55 PM
120	Good luck!	11/20/2024 5:52 PM
121	Please more enforcement!	11/20/2024 5:46 PM
122	Thanks!	11/20/2024 5:42 PM
123	I do t know that there is much need for improvement in traffic handling. There needs to be more enforcement of the rules of the road.	11/20/2024 1:00 PM
124	The influx of tourists in Parowan has created issues for locals, especially at the 200 S, Main Street intersection, and then East on 200 S.	11/20/2024 12:45 PM
125	Improve enforcement of the laws towards drivers, seek out drivers rolling coal on cyclist, educate everyone that our neighbors are all out on the road and being safe drivers means we all get home safely. In addition make the waking path more comfortable, the deep cracks make it an unpleasant ride on bicycles and also the foot bridges along them have only dirt leading up to them which erodes, making it an abrupt bump. Maybe designate the sheep bridges and animal crossings underneath accessible to cyclist and pedestrians, they're safe and allow more direct access throughout to. All of them honestly. A lot of drivers don't stop before the stop sign or appropriate spot at a red light which makes blocks my view when trying to turn. This makes it uncomfortable for people at crosswalks, it makes them feel like they're an inconvenience. In addition this makes it dangerous for cyclist on the road. Drivers not stopping at appropriate positions at crosswalks makes it dangerous for cyclist on the road, the vehicle is too far foreword or pops out past the stop sign and makes the cyclist almost hit the car or merge into the lane next to them which will most likely have a vehicle.	10/17/2024 8:05 PM



## Q8 Are you a resident of Iron County?

Answered: 371 Skipped: 3

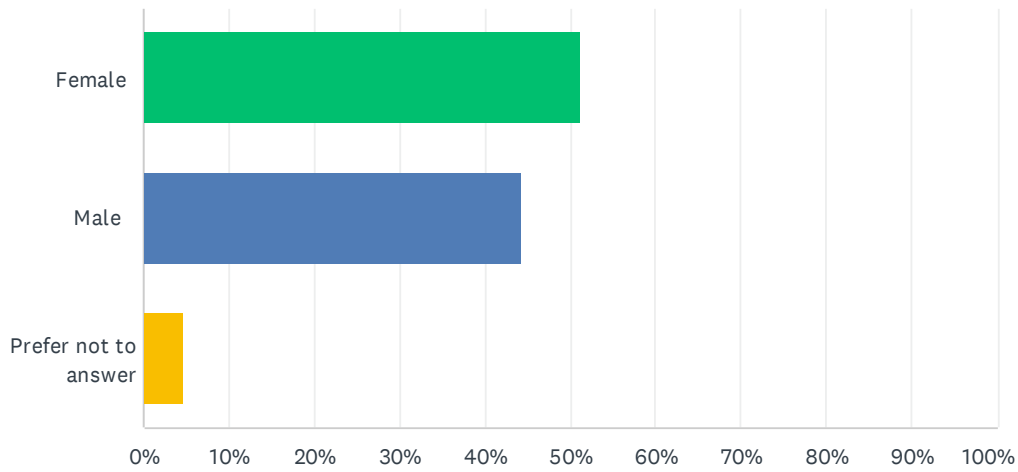


ANSWER CHOICES	RESPONSES	
Yes	94.07%	349
No	5.93%	22
TOTAL		371



## Q9 What is your gender?

Answered: 370 Skipped: 4

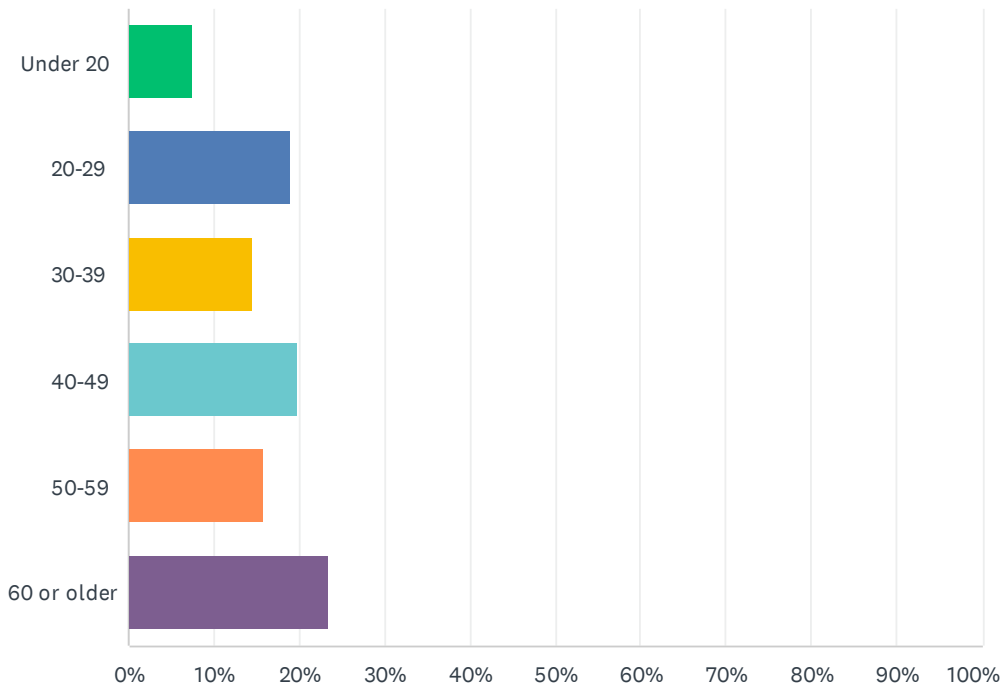


ANSWER CHOICES	RESPONSES	
Female	51.08%	189
Male	44.32%	164
Prefer not to answer	4.59%	17
TOTAL		370



## Q10 What is your age range?

Answered: 370 Skipped: 4

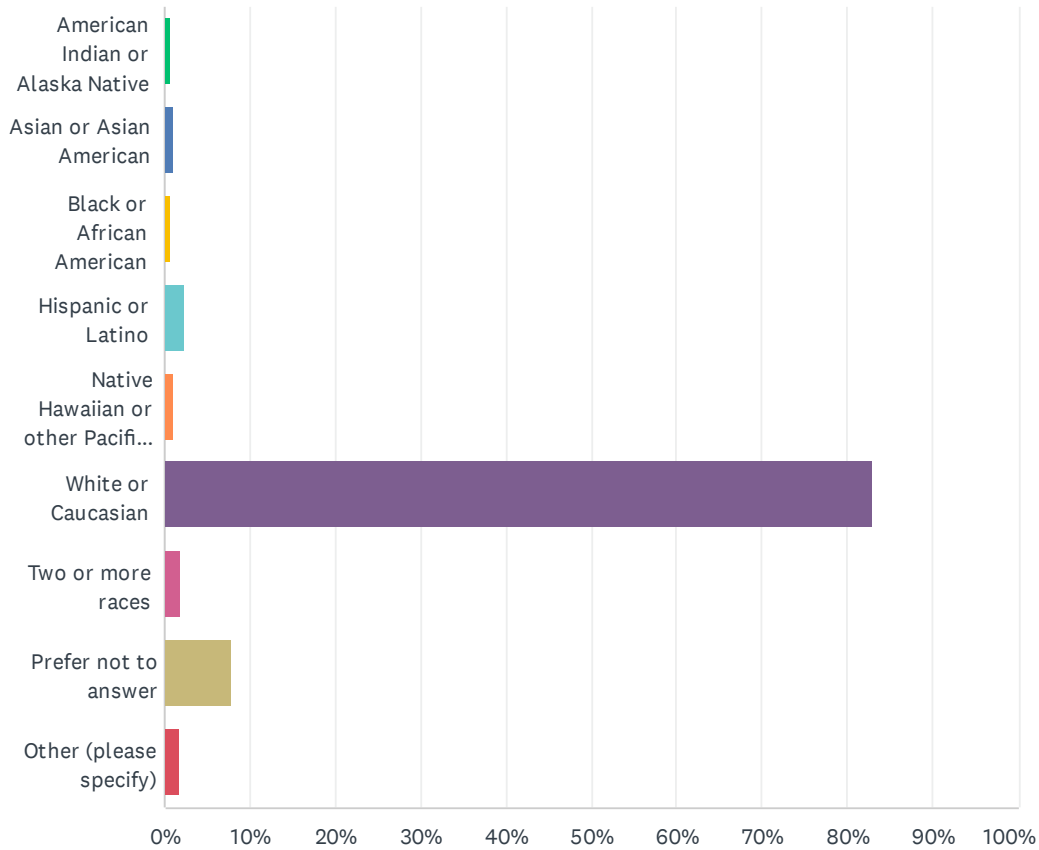


ANSWER CHOICES	RESPONSES	
Under 20	7.57%	28
20-29	18.92%	70
30-39	14.59%	54
40-49	19.73%	73
50-59	15.68%	58
60 or older	23.51%	87
TOTAL		370



## Q11 Describe your ethnicity/race.

Answered: 370 Skipped: 4



ANSWER CHOICES		RESPONSES
American Indian or Alaska Native		0.54% 2
Asian or Asian American		1.08% 4
Black or African American		0.54% 2
Hispanic or Latino		2.43% 9
Native Hawaiian or other Pacific Islander		1.08% 4
White or Caucasian		82.97% 307
Two or more races		1.89% 7
Prefer not to answer		7.84% 29
Other (please specify)		1.62% 6
TOTAL		370

#	OTHER (PLEASE SPECIFY)	DATE
1	American	12/19/2024 8:49 PM



## Iron County Safety Action Plan Survey

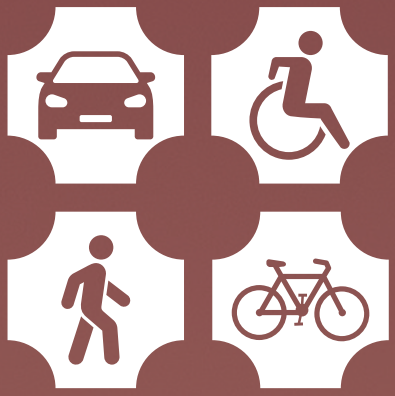
2	This is irrelevant and you do not need to ask this question	12/19/2024 11:45 AM
3	Mix	12/5/2024 9:11 PM
4	Why does my race matter?	12/5/2024 7:04 PM
5	Smooth Papaya	11/21/2024 9:05 AM
6	Not relevant	10/17/2024 8:05 PM



## Appendix F

### Advertising Materials





# SAFETY ACTION PLAN

## FOR ALL IRON COUNTY



### WHAT IS A SAFETY ACTION PLAN?

Iron County, in partnership with surrounding communities, is preparing a county-wide transportation Safety Action Plan. The Safety Action Plan will analyze transportation safety needs, identify high-risk locations and factors contributing to crashes, and prioritize strategies and improvements to address them. The goal of the plan is to help reduce traffic fatalities and serious injury crashes throughout Iron County.



### WE WANT YOUR FEEDBACK

If you walk, bike, drive, or roll anywhere in Iron County, we would like your input. Your feedback will help identify community needs and areas where safety improvements will enhance the transportation system. How do you typically move around the County? What or where are the issues you encounter? What are some ideas you may have to improve safety?

Please scan the QR Code to view our website and complete a survey.

Visit the project webpage at:

***[IronCountySafetyPlan.com](https://IronCountySafetyPlan.com)***





----- Forwarded message -----

From: **Tiger Funk via SUUDPS** <[suudps@lists.suu.edu](mailto:suudps@lists.suu.edu)>

Date: Thu, Dec 5, 2024 at 3:28 PM

Subject: Improving Safety in Iron County

To: <[suudps@lists.suu.edu](mailto:suudps@lists.suu.edu)>

Dear SUU,

Like safety on campus, safety in and around our communities is best enhanced when people share their ideas about how improvements can be made. Iron County has asked us to communicate with everyone on our campus about an effort being made to improve safety in the county.

We encourage you to visit the website by clicking this link (<https://www.ironcountysafetyplan.com/>) or following the QR code on the attached flyer for more information and to provide your input for the study. As you go through the questions, please consider your personal experiences and those of your friends, family, and children.

Thank you for all you do to help keep SUU and Iron County safe!

Warm regards,

Tiger.



**Tiger Funk** | Vice President of Operations  
**SOUTHERN UTAH UNIVERSITY**

385 S. 1275 W., Cedar City, UT 84720

O (435) 586-7786 | C (435) 590-8451





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## WREATHS

« CONTINUED FROM PAGE 5

and freedom for all.

Cedar High School National Honor Society Students were privileged to serve our community by volunteering for 'Wreaths Across America' honoring veterans and preserving their legacy.

Mayor Greens remarks: The United States of America was founded on the timeless ideals of freedom, justice and equality. Our nation stands as a shining beacon of liberty to the world, and it is only because of the sacrifices of so many that can call this land home. We thank those who have served, and those who gave their lives to keep us free. We shall not forget. We shall remember. We must ensure that future generations never forget that price of freedom, and that they carry this legacy forward. 'God Bless Our Veterans, and God Bless America!'

Scott Phillips, concluded: These 1,378 fresh, live wreaths placed on each Veterans grave symbolize our respect for those who have served and are serving in the armed forces, as well as their families, who make daily sacrifices on our behalf. To the children who attended, we want you to understand that the freedoms you enjoy did not come without a cost. One day, you may be called upon to carry this legacy forward.

A heartfelt thank you to all the sponsors and hundreds of volunteers who have donated their time and resources to make this ceremony possible.

On behalf of the Wreaths Across America Cedar City Board and our local sponsors, the Bald Eagle Chapter of the Daughters of the American Revolution, we wish each of you a safe, peaceful, and blessed holiday season and thank you to everyone who attended and participated.

*Thank you for remembering,  
honoring and teaching.*





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## WE WANT YOUR FEEDBACK

If you walk, bike, drive, or roll anywhere in iron County, we would like your input. Your feedback will help identify community needs and areas where safety improvements will enhance the transportation system. How do you typically move around the County? What or where are the issues you encounter? What are some ideas you may have to improve safety?

**Please scan the QR Codes to complete a survey and leave your comments on an interactive map.**

**Visit the project webpage at:**  
***IronCountySafetyPlan.com***



*Survey*



*Website*



Do you walk, bike, drive or roll anywhere in Iron County? We want your feedback!

Iron County, in partnership with surrounding communities, is preparing a county-wide safety action plan. The Safety Action Plan will analyze safety needs, identify high-risk locations and factors contributing to crashes, and prioritize strategies to address them.

Visit [www.ironcountysafetyplan.com](http://www.ironcountysafetyplan.com) for more information and to share your feedback on roadway safety in Iron County.



# **SAFETY ACTION PLAN**

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## **FOR ALL IRON COUNTY**



# **WE WANT YOUR FEEDBACK!**