SAFETY ACTION PLAN

FOR ALL IRON COUNTY

May 2025

IRON COUNTY SAFETY ACTION PLAN

Executive Summary

Iron County
Safety Action Plan

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1. INTRODUCTION

Iron County, in partnership with local government partners, prepared a Safety Action Plan (SAP) to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries in Iron County. The SAP analyzes safety needs, identifies high-risk locations and factors contributing to crashes, and prioritize strategies to address them.

Safe Streets and Roads for All (SS4A) Grant Program

The SAP was prepared with funding from the Safe Streets and Roads for All (SS4A) discretionary grant program. The purpose of the SS4A grant program is to fund regional and local initiatives to prevent roadway deaths and serious injuries of all roadway users including pedestrians, bicyclists, public transportation users, motorists, and others. The SS4A program supports the United States Department of Transportation's (USDOT's) National Roadway Safety Strategy and a goal of zero roadway deaths using a Safe System Approach.

The Iron County SAP serves as the eligible Action Plan to enable Iron County and local jurisdictions in Iron County to apply for supplemental Planning and Demonstration Grant or Implementation Grant funding through the SS4A grant program. Action Plan requirements are summarized in **Table 1**.

The SAP is posted and publicly available at https://ironcounty.net/engineering/safety-action-plan. This Executive Summary summarizes key components and findings from the Final Report.

Table 1. Action Plan Elements

ACTION PLAN ELEMENT	
An eligible Action Plan must include the following two elements:	
1. **Safety Analysis** of:	• Existing conditions and historical trends.
	• Crashes by location, severity and contributing factor.
	• Systemic and specific safety needs.
2. Identify a **comprehensive set of projects.**	
In addition, the Action Plan must include at least three of the remaining five elements:	
1. **Leadership's public commitment** to an eventual goal of zero fatalities and serious injuries, a date to reach zero, or setting targets to achieve significant declines in roadway fatalities and serious injuries.	
2. Oversight by a **committee** charged with plan development, implementation, and monitoring.	
3. **Engagement** with the public and relevant stakeholders to inform plan development.	
4. **Opportunities to improve,** plans, guidelines, and standards.	
5. A process to **measure and report progress** over time.	

SAP Study Area

The Iron County SAP study area encompasses all of Iron County as illustrated in **Figure 1**. To organize the jurisdictions and unincorporated areas of Iron County into more detailed analysis areas, the County was divided into five Geographic Focus Areas (GFA). **Table 2** lists the GFAs and which jurisdictions or areas comprise each GFA.

Table 2. Iron County SAP Jurisdictions and GFAs

GEOGRAPHIC FOCUS AREA (GFA)	JURISDICTIONS/BOUNDARIES
Cedar City	Cedar City (excluding I-15)
Enoch City	Enoch City (excluding I-15)
East Iron County	Parowan City
	Paragonah Town
	Kanarraville Town
	Brian Head 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 1. Iron County SAP Study Area and Geographic Focus Areas (GFAs)

2. REGIONAL SAFETY COMMITMENT RESOLUTION

To underscore a regional commitment to safety, the Iron County Rural Planning Organization (ICRPO) was designated as the agency to adopt a Regional Safety Commitment Resolution. The ICRPO represents Iron County and the municipalities and jurisdictions within it. The Regional Safety Commitment Resolution was presented to the ICRPO for review and was adopted on March 5, 2025.

The Iron County SAP Regional Safety Commitment Resolution sets a goal to significantly reduce traffic fatalities and serious injuries among all road users in Iron County by 50% by 2040, with the ultimate aim to achieve zero traffic fatalities and serious injuries. These goals emphasize the region's support of a Safe System Approach to transportation safety.

IRON COUNTY
RURAL PLANNING ORGANIZATION

A resolution committing to a goal to significantly reduce traffic fatalities and serious injuries in Iron County among all road users by 2040 with a Zero Fatalities goal to achieve zero traffic fatalities and serious injuries

WHEREAS the Iron County Rural Planning Organization is the officially designated Rural Planning Organization for Iron County and all the local communities; and

WHEREAS between 2019 and 2023, in Iron County, 44 people died and another 243 people were seriously injured due to roadway crashes, where 30% of fatalities and serious injuries occurred on Interstate 15 (I-15); and

WHEREAS crashes that result in death or serious injury are preventable, and the Iron County Rural Planning Organization acknowledges that the only acceptable goal is to eliminate deaths and serious injuries to all roadway users; and

WHEREAS having safe, user-friendly streets is one of the goals of the adopted 2023-2050 Utah Strategic Highway Safety Plan; and

WHEREAS creating safe, user-friendly streets will encourage active transportation, improving population health, air quality, and overall public well-being; and

WHEREAS, while jurisdictions in Iron County cannot fully control all of the factors that contribute to collisions, such as distractions, impairment, and aggressive driving, jurisdictions can play a crucial role in promoting traffic safety; and

WHEREAS the Safety Action Plan for Iron County presents the Rural Planning Organization for Iron County's commitment and strategies to reduce deaths and serious injuries of all roadway users.

NOW, THEREFORE LET IT BE RESOLVED, by the Iron County Rural Planning Organization:

1. Iron County Rural Planning Organization supports proactively utilizing a "Safe System Approach" to improve safety for all roadway users, rather than relying on a reactive approach to address roadway fatalities or serious injuries, and
2. Iron County Rural Planning Organization declares that any roadway fatality or serious injury is unacceptable and supports reasonable measures to prevent roadway crashes, and
3. Iron County Rural Planning Organization establishes a goal of eliminating deaths and serious injuries and supports Utah Zero Fatalities strategies, and
4. Iron County Rural Planning Organization establishes a goal of reducing roadway fatalities and serious injuries by 50% by 2040, and
5. Iron County Rural Planning Organization will measure the progress towards these regional goals and will provide regional quantitative metrics that are reported annually.

Adopted on March 5, 2025

Mayor Mollie Halterman, Chair

3. SAFE SYSTEM APPROACH

Safe System Approach Introduction

The Safe System Approach was adopted by the USDOT as the guiding paradigm to address roadway safety.

The Safe System Approach considers five objectives of a safe transportation system (**Figure 2**), and incorporates the principles illustrated in **Figure 3**.


Figure 2. FHWA Safet System Approach

DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE	RESPONSIBILITY IS SHARED
HUMANS MAKE MISTAKES	SAFETY IS PROACTIVE
HUMANS ARE VULNERABLE	REDUNDANCY IS CRUCIAL

Figure 3. Safe System Approach Principles

Safe System Approach Strategies

The USDOT has advanced a collection of Proven Safety Countermeasures (PSCs) designed to improve safety for all roadway users and various types of roads– rural and urban areas, arterial to local roadways, and intersections to roadway segments. The USDOT encourages agencies to prioritize and implement the PSCs to reduce roadway fatalities and serious injuries in their community.
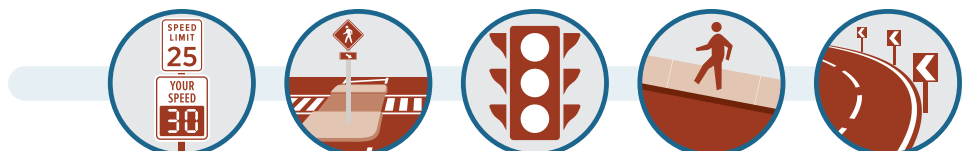
4. ENGAGEMENT SUMMARY

SAP Committee

A SAP Committee organized of local government and agency representatives oversaw the SAP development. The committee provided valuable information in identifying key stakeholders and local insight that guided the safety analysis, strategies and countermeasure selections, and priorities for the SAP. The committee consisted of representatives from the following agencies and jurisdictions.

» Iron County
» ICRPO
» Enoch City
» Cedar City

» Parowan City
» Paragonah Town
» Brian Head Town
» Kanarraville Town

» Paiute Indian Tribe of Utah
» Utah Department of Transportation (UDOT)
» Utah Zero Fatalities

Stakeholder Engagement

To develop a more complete and effective SAP, Iron County engaged stakeholders and communities to gather feedback and perspectives on transportation safety. A robust stakeholder engagement and community outreach plan was executed to ensure all users of the transportation system had the opportunity to inform and contribute to the SAP. The information and feedback gathered from engagement efforts was used to inform the safety analysis, recommended strategies, and project locations and countermeasure types.

Key stakeholders included local government and agency staff, elected officials, advocacy group representatives, health departments, law enforcement and emergency responders, UDOT staff, school district representatives, business owners, and residents of Iron County. The SAP collected information from stakeholders and the community through a variety of engagement activities, summarized below.

SAFETY LAUNCH WEBINAR

The Safety Launch webinar included an overview of desired project outcomes, shared how stakeholders could be involved and participate in the plan, and described how local jurisdictions could support a regional safety commitment and prepare to submit SS4A grant applications to fund improvements in their community.

GFA WORKSHOP #1 – SAFETY ANALYSIS

A workshop was conducted in each GFA in December 2024 to provide an overview of the SS4A grant program, the SAP process, project schedule and tasks, and review the safety analysis methodology and results.

GFA WORKSHOP #2 – STRATEGIES AND PROJECTS

A second workshop was conducted in each GFA in February 2025 to review and gather feedback on the identified safety countermeasures and proposed project locations.

Community Outreach

Receiving input from residents and other stakeholders provided an understanding of individuals' unique experiences using the transportation system in Iron County, which better informed the safety analysis, countermeasure strategies, priorities, and proposed locations and projects.

PROJECT WEBSITE

Opportunities for the public to provide input on the SAP were focused on virtual engagement with a project website (**Figure 4**), interactive map, survey, and social media outreach.

West Iron County GFA Workshop #1
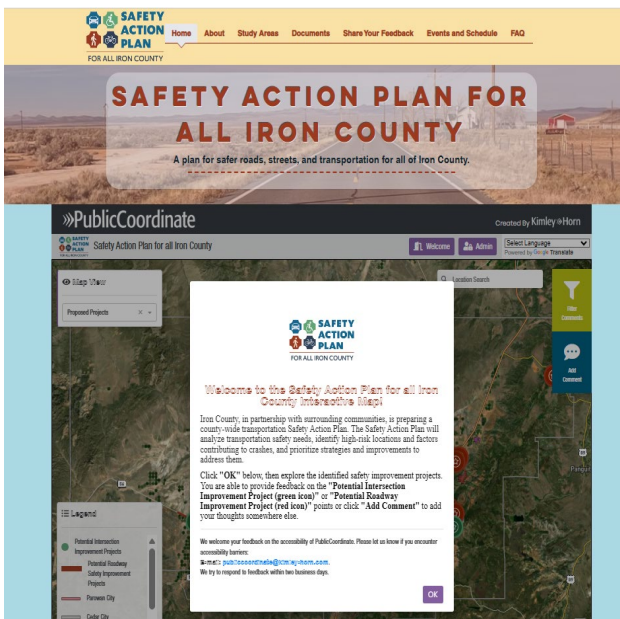
Figure 4. Project Website Homepage

Cedar City GFA Workshop #2

CEDAR CITY TRAFFIC SAFETY COMMUNITY MEETING

Members of the project team shared information about the SAP, directed visitors to the project website, collected survey response, and had conversations with students and attendees (**Figure 5**) at the Cedar City Traffic Safety Community Meeting in October 2024.

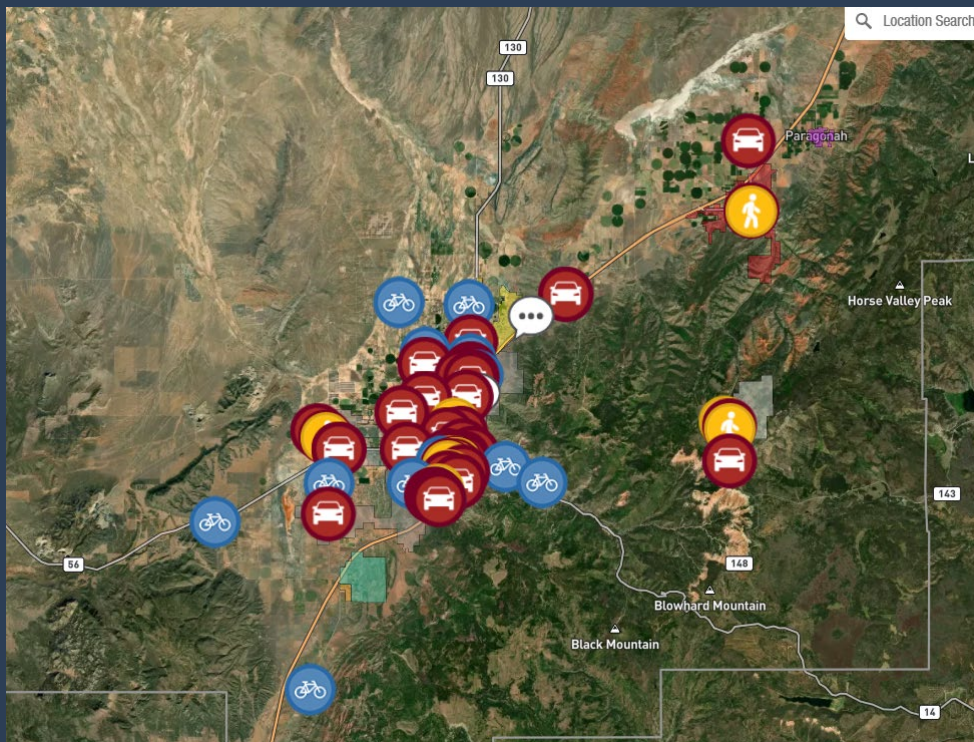*Figure 5. Cedar City Traffic Safety Community Meeting*

ONLINE INTERACTIVE MAP

An online interactive map provided residents and stakeholders the ability to comment on specific locations of transportation safety concern (**Figure 6**).

Figure 6. Online Interactive Map

SURVEY

A survey provided stakeholders and residents the opportunity to give input on transportation safety in Iron County either online or in person. Respondents were asked about their primary mode of travel, preferred safety improvements, and highest transportation safety concerns, among other questions.

ADVERTISING

The SAP and project website were advertised to the community in the following ways:

- » Local Facebook groups.
- » Local Governments sharing in their email updates, newsletters, or other communication methods.
- » SUU student groups.
- » A newspaper advertisement in the December 15th edition of *Iron County Today.*
- » Three pop-up community events: D&D Variety Store, SUU Basketball Game, Parowan City Birthday Luncheon.
- » Flyers and table tents posted at community and public locations throughout Iron County.

COMMUNITY POP-UP EVENTS

Members of the project team participated in community "pop-up" events around Iron County between December 2024 and January 2025. The purpose of these events was to share project information and solicit feedback from individuals who may not participate online or at other project meetings.
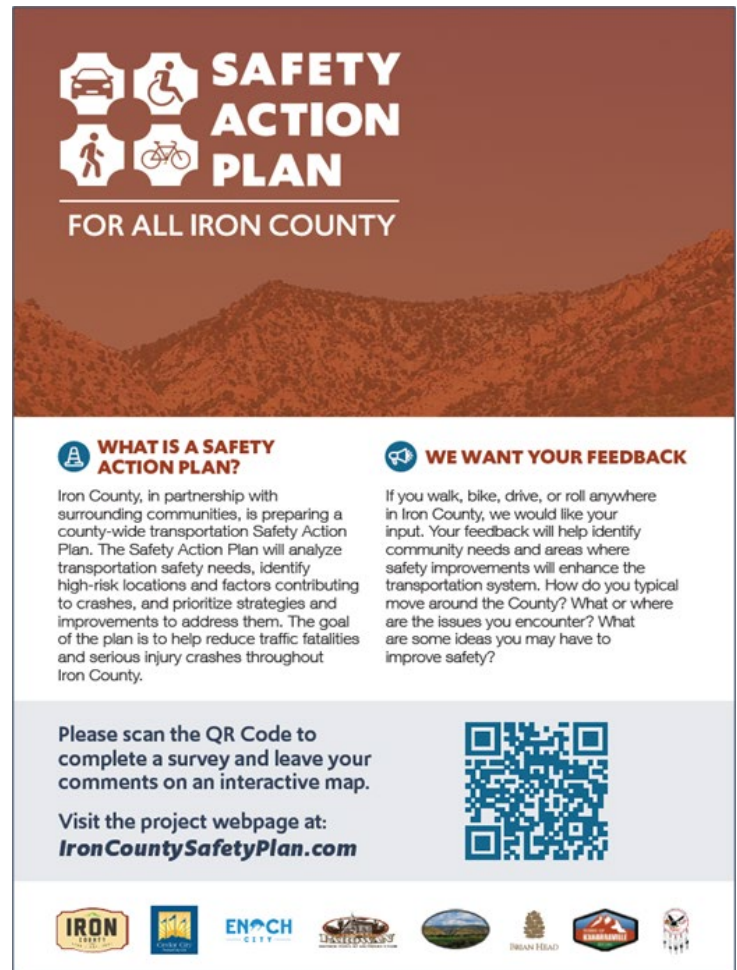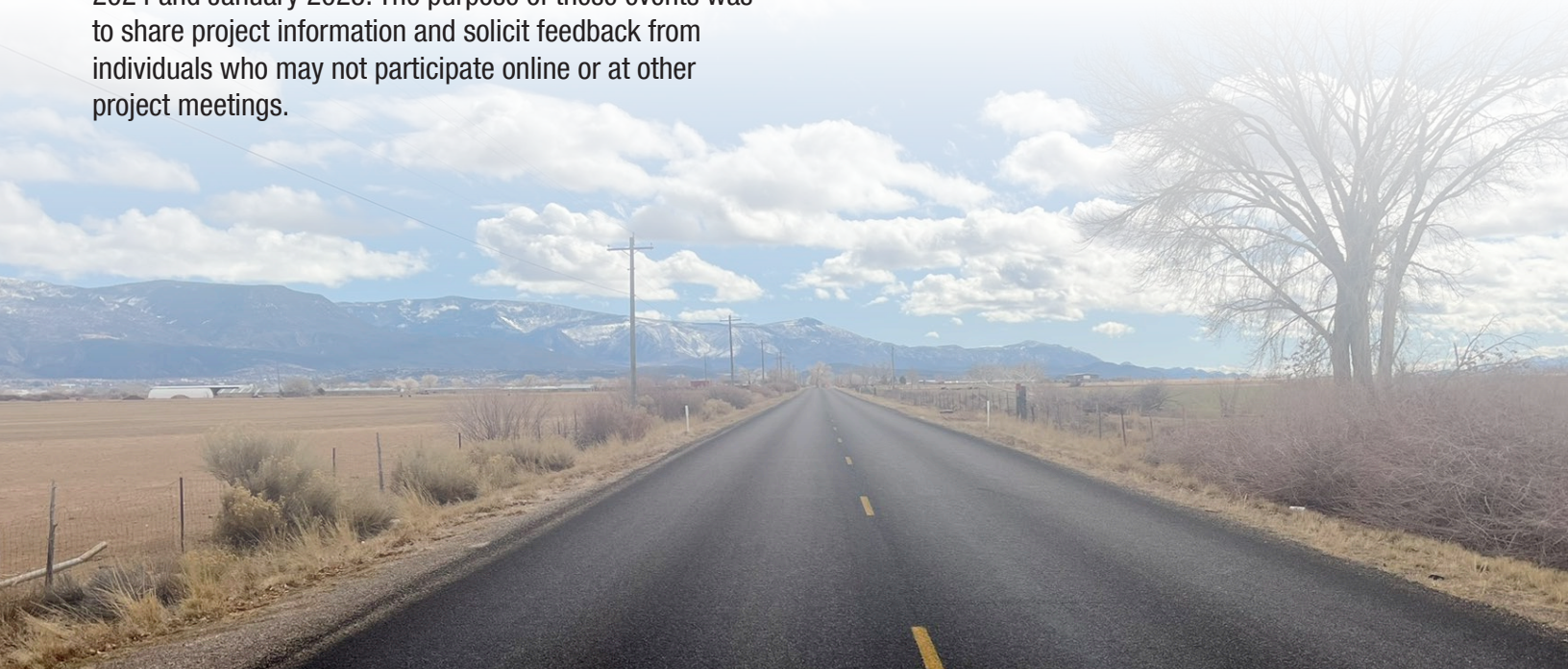

Figure 7. SAP Project Information Flyer

5. SAFETY ANALYSIS

Analysis Methodology

The safety analysis consisted of four contributing components as shown in **Figure 8**. Each component used different methodology to identify high-risk locations to create a score and associated High-Risk Network for Iron County. The High-Risk Network represents intersections and roadway segments with the greatest need for safety improvement.
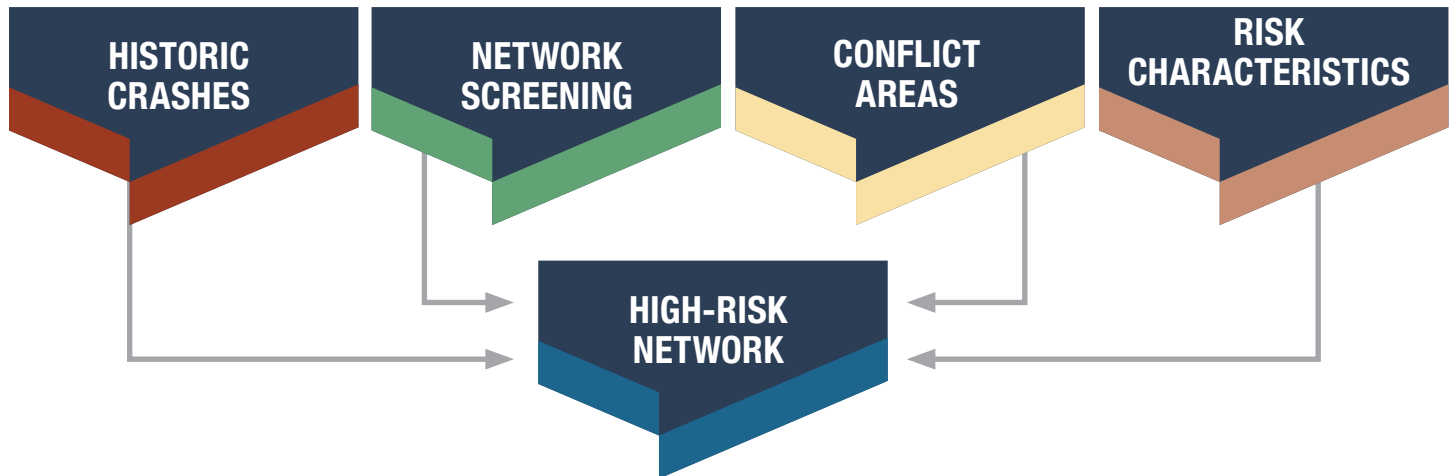

Figure 8. Safety Analysis Components

Crash data from 2019 to 2023 was used in the analysis. A detailed crash analysis for Iron County and individual GFAs is provided in **Appendix A**.

HISTORIC CRASH OVERVIEW

A total of 5,185 crashes occurred in Iron County from 2019 to 2023. The highest number of fatal and serious injury crashes in the five-year analysis period occurred in 2021 with 11 fatal crashes and 40 serious injury crashes (**Figure 9**).
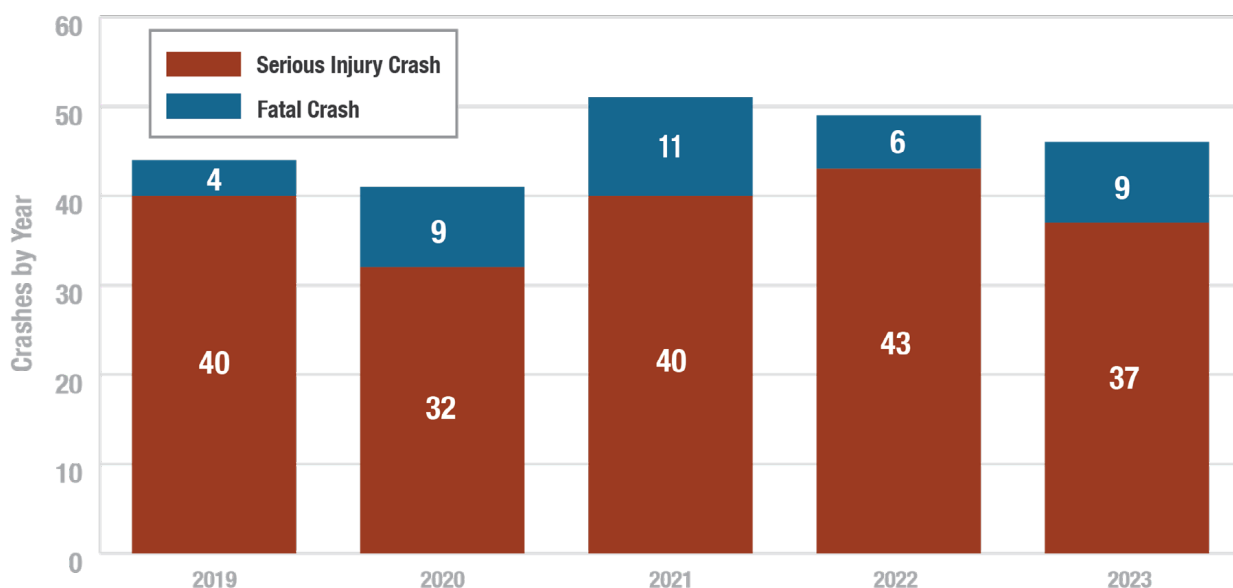

Figure 9. Number Of Fatal and Serious Injury Crashes by Year in Iron County, 2019-2023

The three most frequent manners of collision that resulted in a fatality or serious injury were single vehicle crashes, sideswipe crashes, and angle crashes as shown in **Figure 10.** Additionally, the ten most common crash types in Iron County are summarized in **Figure 11**. The two most common crash types are roadway departure crashes and highway crossover crashes – vehicles departing their lanes or roadway.
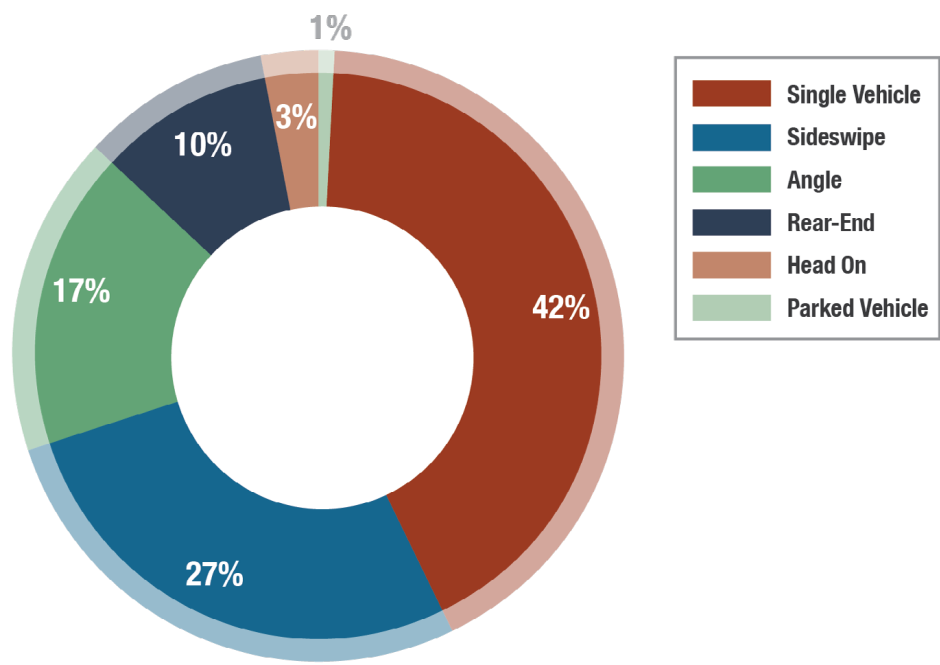

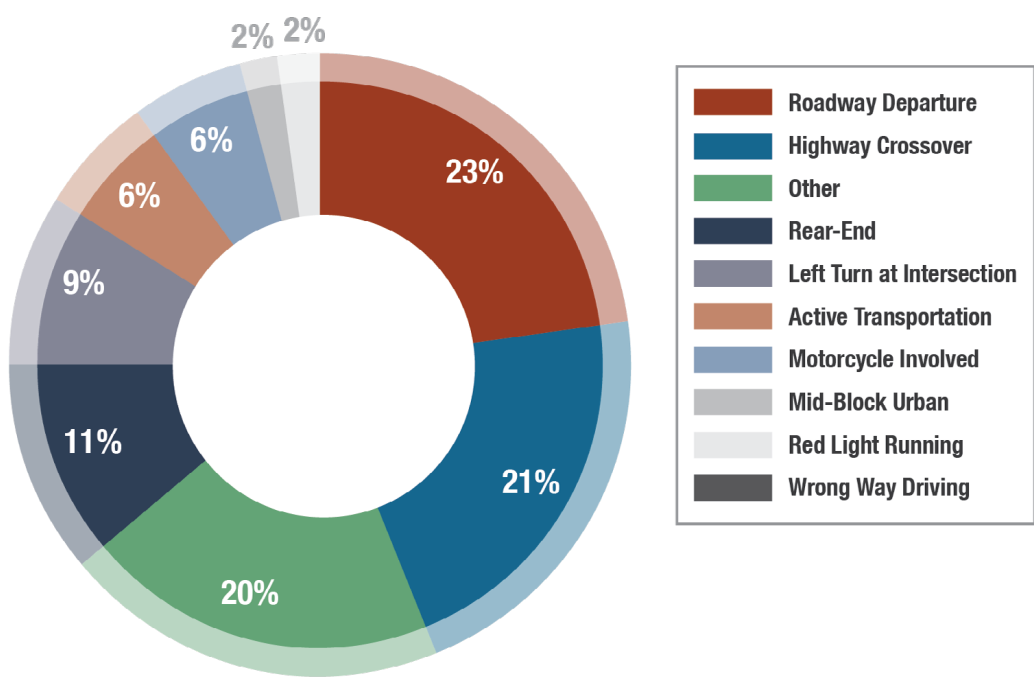*Figure 10. Most Common Fatal and Serious Injury Manners of Collision*

Figure 11. Most Common Fatal and Serious Injury Crash Types

Vulnerable Road Users

Crash data shows 38 crashes involving pedestrians and 31 crashes involving bicyclists occurred from 2019 to 2023 in Iron County. **Figure 12** shows bicycle-related crashes have decreased since 2019 while pedestrian-related crashes increased after 2019, but in 2023, returned to a lower number. **Figure 13** provides an overview of the fatal and serious injury crashes involving vulnerable road users and shows that both fatal and serious injuries for pedestrians have increased since 2019.
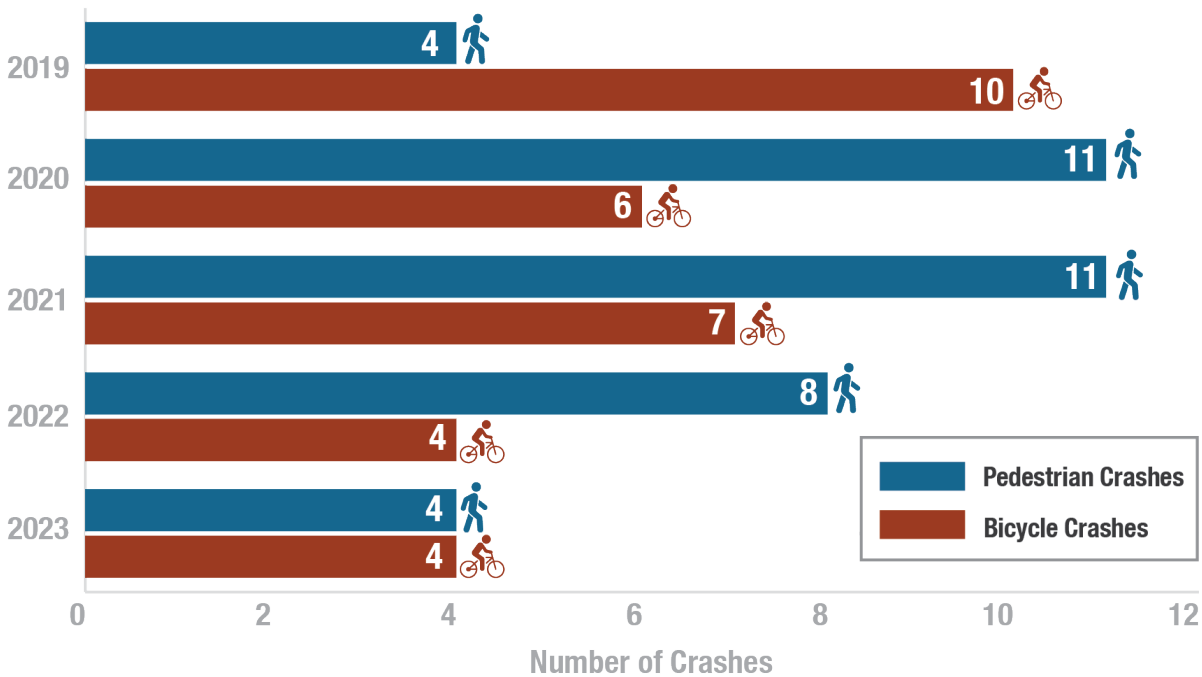

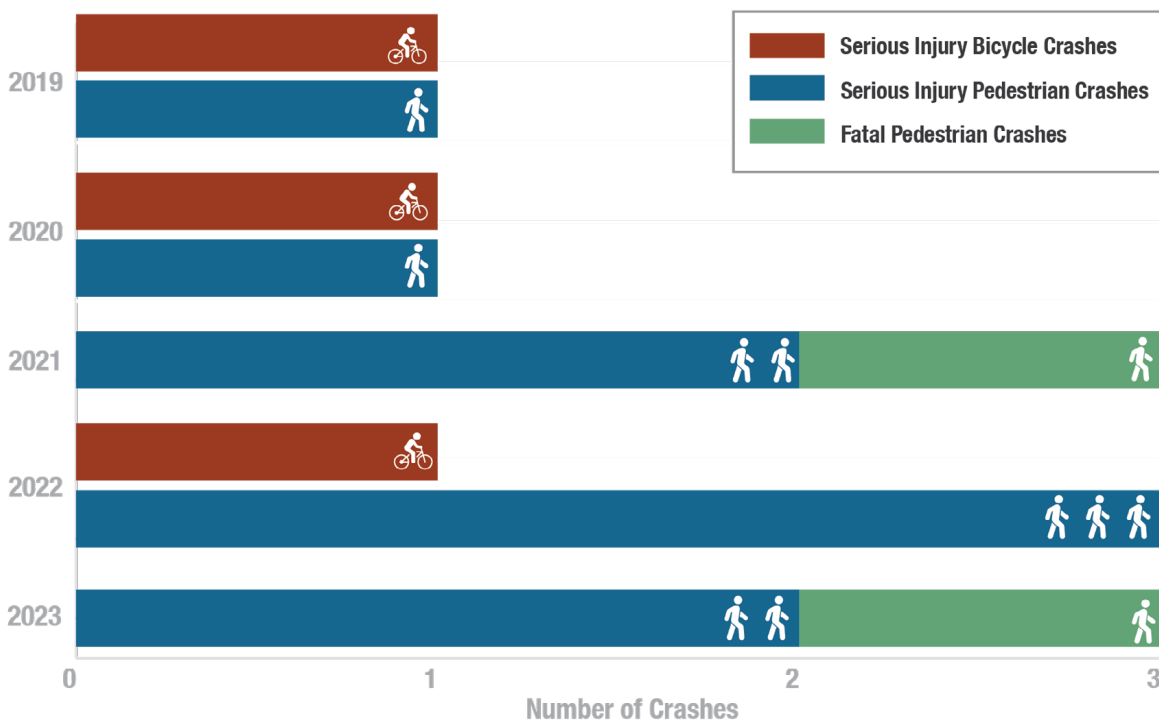*Figure 12. Vulnerable User Crashes by Year, 2019-2023*

Figure 13. Fatal and Serious Vulnerable User Crashes by Year, 2019-2023

Utah State Strategic Highway Safety Plan

Utah's goal is to achieve zero traffic-related fatalities as documented in the Utah Strategic Highway Safety Plan (SHSP). The Utah SHSP identifies eleven different emphasis areas for safety to help reach the Zero Fatalities goal, grouped into three categories shown in **Figure 14**. The SAP recommendations build upon the identified emphasis areas in the Utah SHSP.

UTAH SHSP EMPHASIS SAFETY AREAS

The SAP safety analysis compared the number of fatal and serious injury crashes corresponding to each emphasis area for Iron County and each GFA versus the number occurring in Utah statewide.

The following five emphasis areas resulted in the highest frequency of fatalities and serious injuries in Iron County. It should be noted the same five areas are identified for statewide crashes, but in a different order. Some GFAs had different emphasis areas identified.

1. Roadway departure
2. No safety restraints
3. Speed-related
4. Intersection
5. Teen driver

UTAH EMPHASIS AREAS

BEHAVIORAL
- Aggressive Driving
- Distracted Driving
- Impaired Driving
- Use of Safety Restrains
- Speed Management
- Teen Driving Safety
- Senior Safety

CRASH TYPES
- Roadway Departure Crashes
- Intersection Safety

VULNERABLE USERS
- Motorcycle Safety
- Pedestrian Safety
- Bicycle Safety

Figure 14. Utah SHSP Emphasis Areas

Historic Crash Analysis

The following networks were created using historic crash data in Iron County to contribute to the High-Risk Network:

- » **High-Crash Network**: Represents roadways and intersections that experience high crash rates and where most crashes occur.
- » **High-Injury Network**: Represents roadways and intersections where fatal, serious, and minor injury crashes often occur.

Network Screening

CRITICAL CRASH RATE

A critical crash rate (CCR) analysis compared the observed crash rate to the expected crash rate at a particular location, based on the facility type and traffic volume using a calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Locations with higher than expected crash rates contributed to the High-Risk Network.

Conflict Areas

Conflict Areas analysis used data provided by Replica that combines detailed multimodal data with driving event data to identify high conflict or risk corridors. The following metrics were used to identify high-risk roadways in Iron County from the data provided:

- » Speeding Events
- » Non-Speeding Events: suspected collisions (or near-miss type locations), phone handling (distracted driving), and sudden braking
- » Active Transportation (pedestrians and bicyclist) high-risk corridors

Roadway Characteristic Risk Analysis

A roadway characteristic risk analysis was completed to identify roadway characteristics or attributes that may contribute to fatal and serious injury crashes occurring on roadway segments, using the following two sub-analyses:

CRASH PROFILE RISK ASSESSMENT

The Crash Profile Risk Assessment reviewed fatal and serious injury crashes to identify roadway characteristics and attributes that are common at higher frequency fatal and serious injury crash locations to identify higher risk roadway segments.

USRAP RISK FACTORS ANALYSIS

The usRAP analysis considers road infrastructure attributes (shoulder widths, medians, striping, etc.) known to impact the likelihood of a crash and its severity. This analysis identifies higher risk roadway segments.

High-Risk Network

An overlay of each analysis methodology was completed to develop the High-Risk Network for Iron County. Locations displayed on the High-Risk Network are those roadway segments and intersections identified with the highest safety risk. The High-Risk Network is illustrated in **Figure 15**.
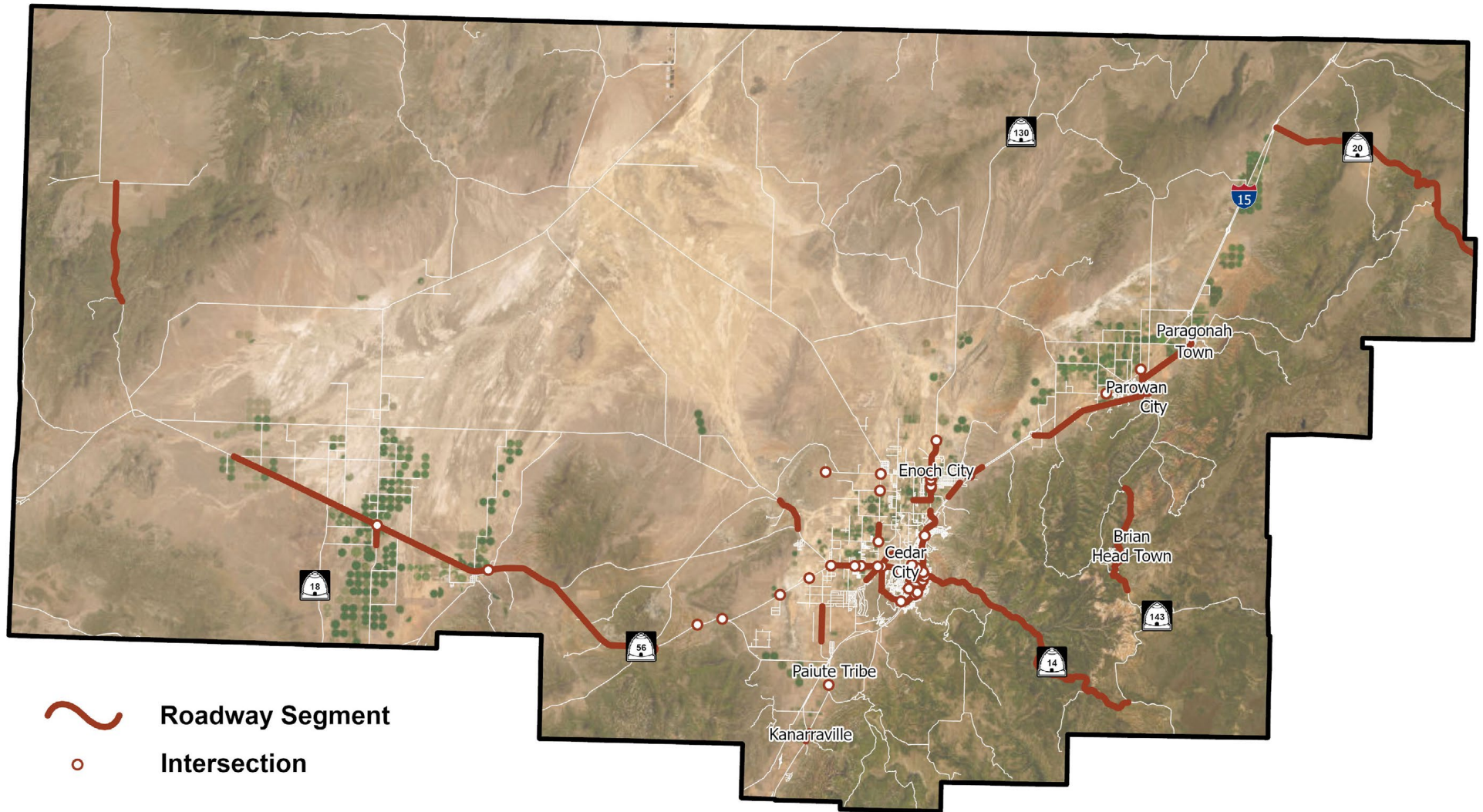
Figure 15. High-Risk Network in Iron County

6. STRATEGIES AND SOLUTIONS

The SAP recommends safety strategies, countermeasures, and a set of projects that can be implemented to reduce the frequency of transportation related fatalities and serious injuries in Iron County.

Safety strategies and countermeasures were identified from the following sources:

> » FHWA Proven Safety Countermeasures
> » National Highway Traffic Safety Administration (NHTSA) Countermeasures That Work
> » FHWA Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and Bicycle Safety Guide and Countermeasure Selection System (BIKESAFE)
> » Crash Modification Factor (CMF) Clearinghouse
> » UDOT's Countermeasure Fact Sheets
> » Other published Safety Action Plans

FHWA PROVEN SAFETY COUNTERMEASURES

FHWA has identified 26 proven safety countermeasures (PSCs) to reduce fatal and serious injury crashes. Countermeasures are categorized into speed management, pedestrian/bicyclist, roadway departure, intersections, and crosscutting categories. The countermeasures by category are shown in **Figure 16**.

SPEED MANAGEMENT
- ◄ Appropriate Speed Limits for All Road Users
- ◄ Variable Speed Limits
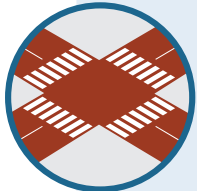
INTERSECTIONS
- ◄ Backplates with Retroreflective Borders
- ◄ Corridor Access Management
- ◄ Yellow Change Intervals
- ◄ Dedicated Left- and Right-Turn Lanes at Intersections
- ◄ Reduced Left-Turn Conflict Intersections
- ◄ Roundabouts
- ◄ Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

ROADWAY DEPARTURES
- ◄ Enhanced Delineation for Horizontal Curves
- ◄ Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- ◄ Median Barriers
- ◄ Roadside Design Improvements at Curves
- ◄ Safety Edge
- ◄ Wider Edge Lines

PEDESTRIANS/BICYCLISTS
- ◄ Bicycle Lanes
- ◄ Crosswalk Visibility Enhancements
- ◄ Leading Pedestrian Interval
- ◄ Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- ◄ Pedestrian Hybrid Beacon
- ◄ Rectangular Rapid Flashing Beacons (RRFB)
- ◄ Road Diets (Roadway Configuration)
- ◄ Walkways

CROSSCUTTING
- ◄ Local Road Safety Plans
- ◄ Pavement Friction Management
- ◄ Road Safety Audit

Figure 16. FHWA Proven Safety Countermeasures

Countermeasure Toolbox

A Safety Countermeasure Toolbox was compiled to assist agencies in selecting appropriate safety countermeasures for their community. The toolbox is organized by roadway segment and intersection related countermeasures. The countermeasures are also grouped by the needs they are intended to address. The countermeasure toolbox is provided in **Appendix D**.

Safety Improvement Projects and Case Studies

Location-specific safety improvements were developed for locations throughout Iron County in coordination with the SAP Committee. The improvements and locations were identified from the safety analysis findings, the High-Risk Network, engagement feedback received, and the applicability of safety countermeasure strategies.

PROJECT INFORMATION SHEETS

Project Information Sheets were prepared to present safety-focused projects that could be implemented at locations identified. A total of 29 Project Information Sheets were developed detailing location specific improvements and strategies throughout Iron County (**Appendix E**).

The Project Information Sheets detail the following for each location:

- » Project location characteristics
- » Crash history
- » Recommended safety countermeasures
- » Opinions of probable costs for each improvement
- » Photos of existing conditions
- » A summary map showing locations and types of recommended improvements.

CASE STUDY INFORMATION SHEETS

Case Study Information Sheets were prepared to show potential safety countermeasures and strategies that could be implemented at common scenarios and locations throughout Iron County. The case studies may be used by agencies and jurisdictions to select effective safety countermeasures and strategies at similar locations in their community.

A total of six Case Study Information Sheets were developed **(Appendix F)**, including the following scenarios:

- » Enhanced Pedestrian and School Crossings
- » Unsignalized Intersections
- » Signalized Intersections
- » Skewed Intersections with Major Roadways
- » Two-Lane Highways
- » Three-or Five-Lane Roadways

The Case Study Information Sheets include the following information:

- » A general description of the overall improvement types
- » A detailed description of the different components that may be included in a safety improvement project
- » Typical application scenarios
- » Crash types the improvement may help address
- » General cost information (low, medium, high)
- » Considerations to note when evaluating the improvement type (utilities, locations, spacing, component options, etc.)
- » Potential locations in Iron County that this type of improvement may be applicable to

7. POLICY AND PROCESS CHANGES

Development of the SAP is grounded on the fundamental principles of the Safe System Approach, recognizing that transportation safety cannot be improved solely by capital improvements.

To prioritize safety, all aspects of community operations - planning, design, and maintenance – along with all users of the transportation system must prioritize safety and embrace meaningful changes to existing practices, policies, and procedures. Regional collaboration helps create a safe transportation system focused on the five key objectives of the Safe System Approach: Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care.

The following policy and resource review and engagement components were completed as part of the SAP:

» **Existing Plans Review –** an assessment of County and local jurisdictions plans, documents and processes to identify opportunities to prioritize safety.

» **National Best Practices and Resources Review –** A review of national transportation safety policies and resources that may be used by jurisdictions in advancing transportation safety.

» **State-Level Policies and Resources Review –** A review of the State of Utah policies and resources available that could serve as guides for local jurisdictions and agencies in developing or updating policies to enhance transportation safety.

» **Engagement Feedback Review –** Noting common themes heard in the engagement efforts for the SAP, including comments and feedback from workshops, the online map, and survey. Identified ten themes from the feedback received highlighting areas of opportunity to advance transportation safety.

» **Jurisdictional Interviews –** Meetings with local jurisdictions and agencies to identify opportunities for new or enhanced plans, policies, tools or resources to prioritize transportation safety for all roadway users.

Recommendations

The review of policies, plans, and resources, along with stakeholder and community engagement, and jurisdictional interviews were conducted to inform the recommendations related to policies and procedures. These recommendations aim to develop resources and tools, or build upon existing resources and tools, to enhance transportation safety in Iron County for all roadway users.

» **An access management plan may be something individual jurisdictions and/or the County consider developing and adopting.** Access management plans can streamline and establish clear standards for intersection, driveway, and curb cut spacing, therefore minimizing conflict points, improving safety, and maintaining traffic flow while reducing congestion on major roads

» **A County Active Transportation Plan may identify high-priority safety improvements, address infrastructure gaps, establish design standards to foster safe, consistent facilities for all ages and abilities, and identify and prepare to engage funding sources.** An Active Transportation Plan can be a resource for the County and other agencies by promoting regional coordination, enhancing the connectivity of the transportation network, and improving safety for vulnerable roadway users.

» **Consider a Speed Management Plan or policy/procedure in speed limit setting.** These tools would help jurisdictions set appropriate speed limits and focusing improvements on areas with high vehicle speeding or locations or where vehicles and vulnerable road users share facilities.

» **Consider PSCs and their application guidance when updating or creating new design standards** FHWA PSCs are valuable strategies to assist agencies in preventing fatal and serious injury crashes.

» **Coordinate with Iron County School District and other agencies in developing Safe Routes to School plans**

to promote school zone safety. Collaboratively creating SRTS plans opens opportunities to address improvement projects such as traffic calming or neighborhood slow zones. Rural school children face distinct challenges such as long distances, high vehicles speeds, limited sidewalks, and schools situated near regional highways.

» **Jurisdictions should ensure development review standards are clear, include the appropriate considerations for their community, and prioritize transportation safety.** It is recommended that development review checklists incorporate elements such as public amenities included in the area, traffic impact study thresholds, design considerations, active transportation connectivity and design, and how development impact fees are collected and used, if applicable.

» **Develop a programming and prioritization process for transportation projects.** Establishing a collaborative project programming process to identify and prioritize transportation and infrastructure projects could help secure consistent funding for safety improvements.

» **Implement education and awareness campaigns/programs by promoting existing programs provided by FHWA, NHTSA, or UDOT for bicycle safety, distracted driving, pedestrian safety, speeding, or seat belt safety.** Jurisdictions should develop tailored initiatives targeting specific safety concerns relevant to their jurisdictions and communities.

» **Include consistent and appropriate terminology, using the term "crash" when referring to an event involving a vehicle and a collision to help promote transportation safety as a responsibility of everyone in the community.** Using the word "crash" aligns with industry best practices, emphasizing the role of human actions.

» **Establishing clear cross-agency communication practices can be applied county-wide, encouraging collaboration between jurisdictions and agencies, but also internally for each jurisdiction.** Strengthening cross-agency communication is essential to achieving the area's transportation and safety goals.

8. PROGRESS MONITORING AND EVALUATION

The Iron County SAP serves as a guide for Iron County, the ICRPO, and others responsible for transportation safety to advance implementation of strategies, improvements, and polices.

Recognizing the importance of accountability and performance monitoring to reduce transportation fatalities and serious injuries, Iron Couty in partnership with the ICRPO will oversee the implementation of ongoing monitoring of the SAP.

The general approach to tracking and monitoring implementation progress includes the following:

» **Leadership:** Iron Couty staff in partnership with the ICRPO will assume leadership of the SAP and promote its implementation in the County.

» **Annual Evaluation:** ICRPO will assess Iron County's progress toward eliminating transportation fatalities and serious injuries as proposed in the Regional Safety Commitment Resolution.

» **Refreshing the SAP:** Iron County anticipates that the SAP will be refreshed or updated as needed.

» **Other Planning Efforts:** Iron County and the ICRPO will remain informed of current and new local and statewide safety programs, policies, and guidelines or standards to identify opportunities to build upon the current SAP

Crash Monitoring Dashboard

A Crash Monitoring Dashboard was created to help agencies monitor crash trends and progress towards eliminating fatalities and serious injuries. The crash dashboard provides Iron County and the ICRPO an accessible way to visualize and summarize annual crash details, trends, contributing factors, and safety emphasis areas.

Regional Monitoring and Performance Measures

Monitoring progress towards the goals established in the Regional Safety Commitment Resolution and the implementation of this SAP is critical. Performance measures will be evaluated annually by Iron County and the ICRPO. Recommended information and performance measures to be monitored include:

» Fatal and serious injury crash totals

» Crash locations

» Contributing factors, or crash trends, including:

  » Time of day

  » Manner of collision/crash type

  » Weather condition

» Lighting condition

» Roadway surface condition

» Posted speed limit

» Utah SHSP Emphasis Areas for the jurisdiction or region

» Pedestrian and bicycle crash information and trends

To ensure continued progress in implementing the SAP, Iron County will regularly update the Plan to reflect recent safety performance measure data. Future revisions to the SAP for Iron County will evaluate progress toward established safety goals in the Regional Safety Commitment Resolution.

Iron County has the flexibility to tailor the update process to meet regional needs. If data sources remain unchanged or indicate that no modifications to the safety emphasis areas are necessary, a streamlined update may focus on tracking project implementation and progress toward performance targets. If analysis reveals shifts in crash patterns that require adjustments safety priorities, a more in-depth process that includes enhanced community and stakeholder engagement may be warranted.