



FOR ALL IRON COUNTY

August 2025

Safety Action Plan for All Iron County

Performance Monitoring 2024 Update

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Prepared for:



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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.

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1. INTRODUCTION

The mission of Iron County, the Iron County Rural Planning Organization (ICRPO), and the local jurisdictions is to advance implementation of strategies, improvements, and policies to enhance safety on the transportation network.

To support this mission, Iron County affirmed its commitment to reducing deaths and serious injuries across the county by adopting the Safety Action Plan (SAP) on May 12, 2025. The County also adopted a Regional Safety Commitment Resolution to reduce roadway deaths and serious injuries for all roadway users by 50% by the year 2040.

Iron County in partnership with the ICRPO will oversee the implementation of ongoing monitoring of the SAP. This report provides an update of progress on SAP implementation and highlights traffic safety benchmark statistics through December 31, 2024, for Iron County.

The data for this report is provided by the Crash Monitoring Dashboard developed for the SAP, housed on AASHTOware's Numetric platform. The crash dashboard is an online tool that provides Iron County and agencies an accessible way to visualize and summarize annual crash details, trends, contributing factors, and safety emphasis areas. **Table 1** below details the filters applied to the crash data for the performance monitoring.

Table 1. Crash Data Dashboard Filters

Filter Name	Filter Expression	Filter Value
County	=	Iron County
Year	≤≥	2019 – 2024* *The most recent, complete year
Crash Severity	=	Fatal Suspected Serious Injury
Functional Class	≠	Interstate

2. PERFORMANCE MONITORING

Monitoring progress towards the goals established in the Regional Safety Commitment Resolution and the implementation of this SAP is critical. Crash trends are to be monitored to measure performance each year from the SAP analysis period. The following information and performance measures for crashes through 2024 are reviewed below.

Performance metrics:

- Annual number of crashes
- Manner of collision
- Crash summaries
- Aggressive driving
- Impaired driving
- Motorcycle safety
- Pedestrian safety
- Roadway departures
- Intersection safety
- Speed management
- Teen safety
- Senior safety
- Safety restraint use
- Vulnerable users

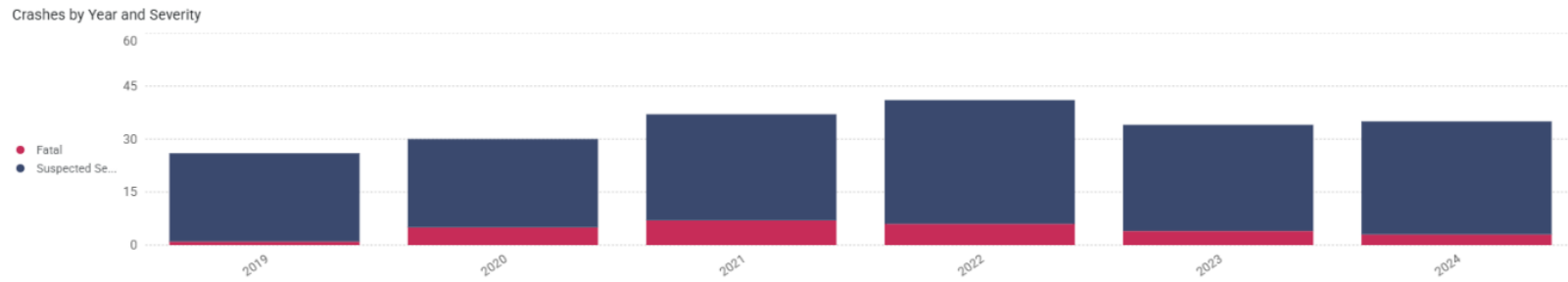


Figure 1. Fatal and Serious Injury Crashes by Year

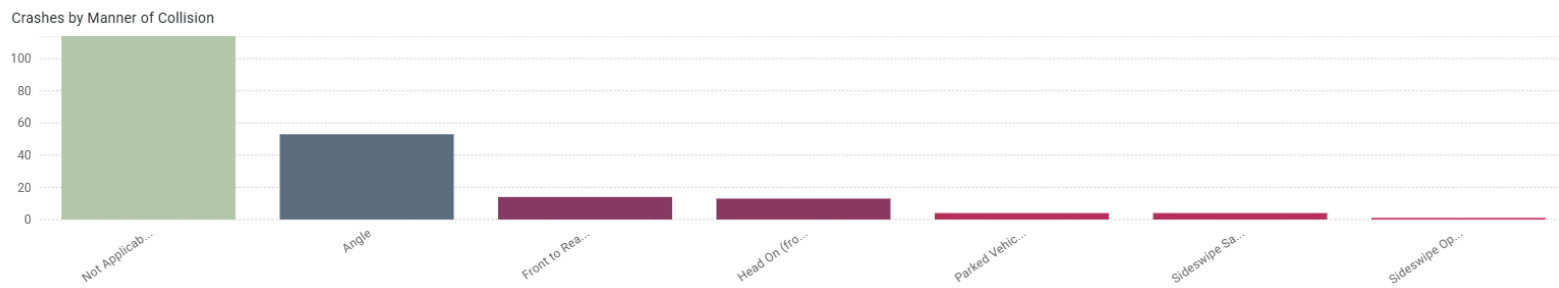


Figure 2. Manner of Collision of Fatal and Serious Injury Crashes

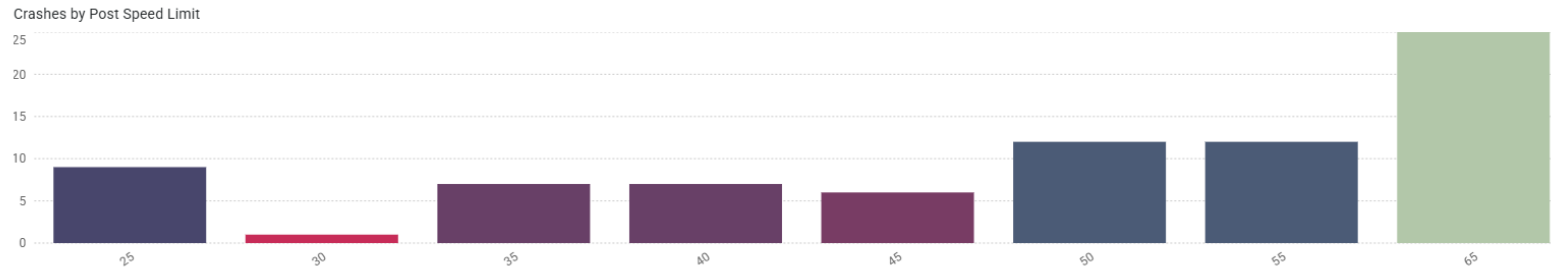


Figure 3. Fatal and Serious Injury Crashes by the Posted Speed Limit

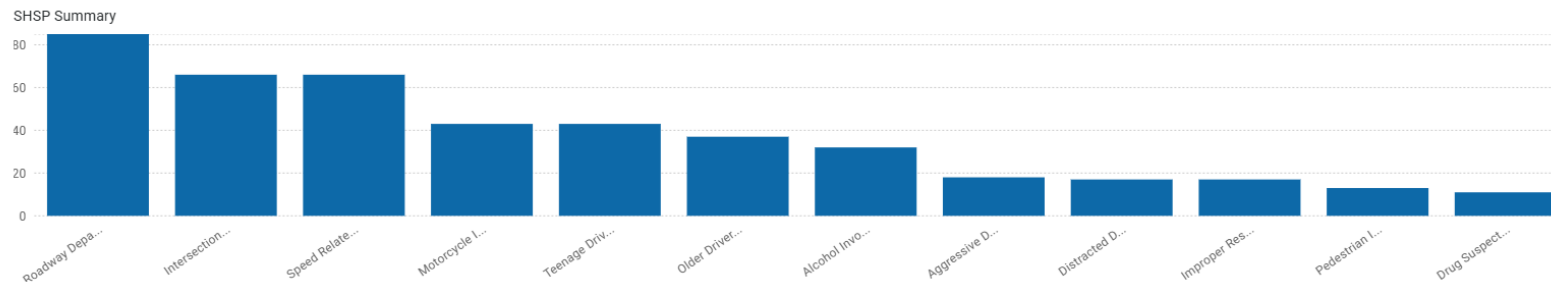


Figure 4. SHSP Emphasis Areas of Fatal and Serious Injury Crashes

Motorcycle Crashes by Year and Severity

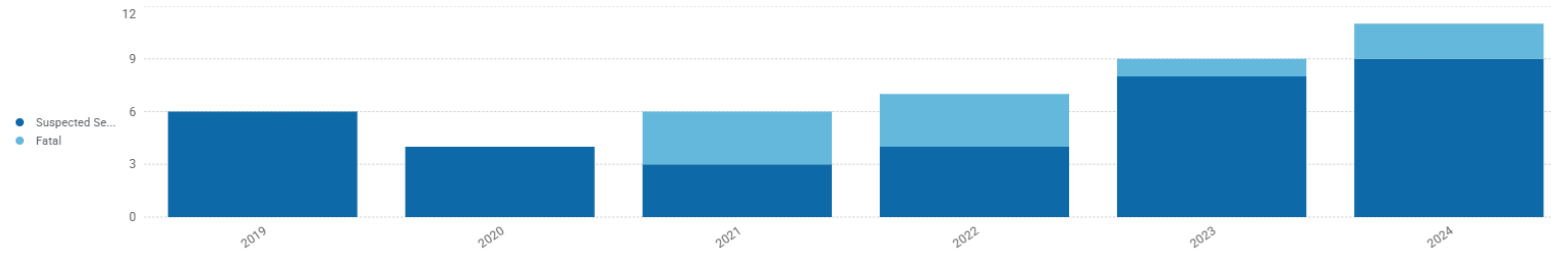


Figure 7. Motorcycle Involved Fatal and Serious Injury Crashes

Total Bicycle Involved Crashes by Year and Severity

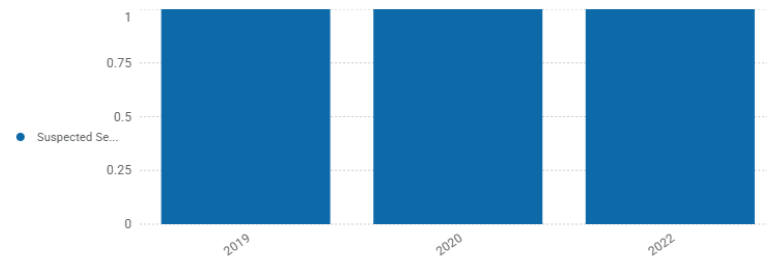


Figure 6. Bicycle Involved Fatal and Serious Injury Crashes

Total Pedestrian Involved Crashes by Year and Severity

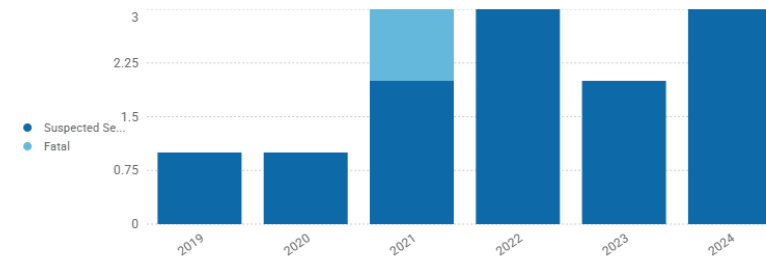


Figure 5. Pedestrian Involved Fatal and Serious Injury Crashes

Total Bicycle Involved Crashes by Non Motorist Action

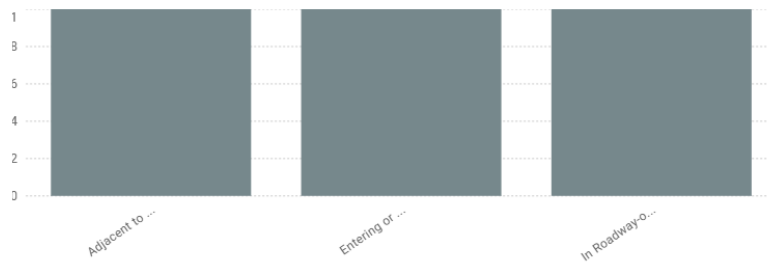


Figure 8. Bicyclist Action

Total Pedestrian Involved Crashes by Non Motorist Action

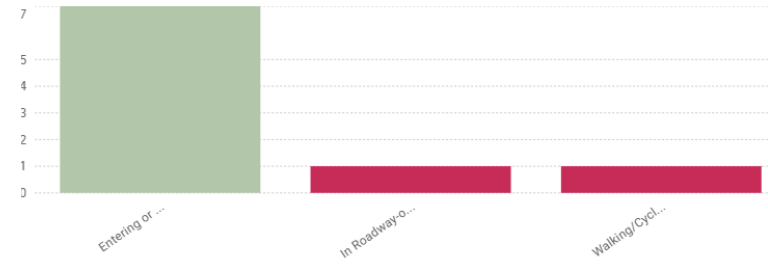


Figure 9. Pedestrian Action

3. KEY TAKEAWAYS

A review of the performance metrics through 2024 revealed that the number of fatal and serious injury crashes has increased by one crash since 2023. Despite the increase, in 2024 there was one less fatal crash which is the most severe crash type targeted by the SAP. Other crash performance trends are summarized below.

- Between 2019 and 2024 the most fatal and serious injury crashes occurred in 2022. The number of crashes that occurred in 2024 was still below the recorded number of crashes in 2022 and in 2021.
- The most frequent manner of collision is still single vehicle crashes and the second most frequent being angle crashes. Angle crashes typically occur at intersections or driveways.
- The top three crash summaries for fatal and serious injury crashes are roadway departures, intersection involved, and speed related crashes.
- Most fatal and serious injury crashes occurred where the posted speed limit was 65 mph, pointing to a continual need to encourage safe speeds.
- The SHSP emphasis areas involved in fatal and serious injury crashes reflect the crash summaries. The top three emphasis areas are roadway departures, intersection involved, and speed related respectively.
- A notable trend in the emphasis areas is the increase in motorcycle involved crashes occurring in 2024 has been the highest in the last six years.
- There have been no severe crashes involving bicyclist since 2022 and within the last six years there has not been more than 3 severe pedestrian involved crashes.
- There has not been a fatal pedestrian involved crash since 2021. In 2024 three serious injury pedestrian crashes occurred, which is one more than the previous year but equal to the number experienced in 2022.