CROOK COUNTY

SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN



April 15, 2026

CROOK COUNTY
SAFE STREETS & ROADS FOR ALL
SAFETY ACTION PLAN

Contents

1. Introduction 1
1.1. Purpose & Study Area 1
1.2. Vision & Goals 3
1.3. Relevant Plans 3
1.4. Safe System Approach 4
2. Safety Action Plan Components and Self-Certification List 7
3. Leadership Commitment and Goal Setting 9
4. Planning Structure 11
4.1. Crook County Study Advisory Team 11
5. Safety Analysis 12
5.1. Crash History Review 12
Crash Review Methodology 13
Crook County Area Summary 13
Fatal and Serious Injury Crashes 23
Vulnerable Road Users 25
Intersections 27
Corridor Segments 31
High Injury Network 38
5.2. Systemic Safety Analysis 42
Systemic Safety Analysis Methodology 42
Systemic Risk Network 46
6. Engagement and Collaboration 49
6.1. Outreach and Engagement Strategies 49
6.2. What We Heard – Public Input Received During CSAP Engagement Events 50
Pop-Up Events 50
Public and Stakeholder Meeting 53
Project Website 53
7. Policy & Process Changes 54
8. Strategy and Project Selections 55
8.1. Vision Zero Toolkit 55
8.2. Project and Program Prioritization 63
9. Progress and Transparency 63

List of Figures

Figure 1: Crook County CSAP Study Area 2
Figure 2: Crook County Annual Crash Frequencies (2017-2023) 15
Figure 3: Crook County Crash History (2017-2023) 16
Figure 4: Crook County Weighted Crash Density – All Roads (2017-2023) 17
Figure 5: Crook County Weighted Crash Density – Non-Interstate Roads (2017-2023) 18
Figure 6:Crook County Crash Characteristics (Injury Severity) 19
Figure 7: Crook County Crash Characteristics (Manner of Collision) 19
Figure 8: Crook County Crash Characteristics (Light Condition) 20
Figure 9: Crook County Crash Characteristics (Road Surface Condition) 20
Figure 10: Crook County Crash Characteristics (Month) 21
Figure 11: Crook County Crash Characteristics (Correlation to Crook County Safety Emphasis Areas) 21
Figure 12: 2022 Wyoming Strategic Highway Safety Plan 22
Figure 13: Crook County Fatal and Serious Injury Crash History (2017-2023) 24
Figure 14: Crook County Vulnerable Road User Crash History (2017-2023) 26
Figure 15: Crook County Intersections with 2 or more Crashes (2017-2023) 30
Figure 16: Crook County Higher Crash Frequency Segments – All Roads (2017-2023) 34
Figure 17: Crook County Higher Crash Frequency Segments – County Roads (2017-2023) 37
Figure 18: Crook County High Injury Network – All Roads 40
Figure 19: Crook County High Injury Network – County Roads (2017-2023) 41
Figure 20: Crash Types with Increased Proportionality Amongst Injury Crashes 43
Figure 21: Crook County Systemic Risk Network – All Roads 47
Figure 22: Crook County Systemic Risk Network – County Roads 48
Figure 23: Overall Results for the “How Safe Do You Feel” Sticker Dot Activity 52
Figure 24: Overall Results for the “What Issues Would You Invest In?” Marble Voting Activity 52

List of Tables

Table 1: Principles of the Safe System Approach 5
Table 2: Objectives of a Safe System Approach 6
Table 3: Crook County CSAP Alignment with SS4A Self-Certification Worksheet 8
Table 4: Crook County Area Intersection Crash Frequency Rankings – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes]. 28
Table 5: Crook County Area Intersection Crash Frequency Rankings – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes] 29
Table 6: Crook County Area Corridor Segment Crash Frequency Rankings (All Roads) – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes] 32
Table 7: Crook County Area Corridor Segment Crash Frequency Rankings (All Roads) – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes] 33
Table 8: Crook County Area Corridor Segment Crash Frequency Rankings (County / Local Roads) – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes] 35
Table 9: Crook County Area Corridor Segment Crash Frequency Rankings (County / Local Roads) – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes] 36
Table 10: Systemic Risk Network Crash Types and Thresholds (All Roads) 44
Table 11: Systemic Risk Network Crash Types and Thresholds (County / Local Roads) 45
Table 12: Crook County CSAP Pop-Up Public Engagement Events 51
Table 13: Crook County CSAP Safety Performance Measures 64
Table 14: Crook County CSAP Project-Level Performance Measures 64

1. Introduction

In 2024, Crook County was awarded $160,000 through the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) grant program to develop a Comprehensive Safety Action Plan (CSAP). This funding provides for the opportunity to develop a plan that expands upon existing transportation goals and objectives to make Crook County safer for all transportation users, with a goal of zero roadway deaths or serious injuries.

1.1. Purpose & Study Area

The USDOT's SS4A program views the CSAP as the basic building block for improving roadway safety through the reduction and elimination of crashes resulting in fatal and serious injuries for all users. Informed by the Safe Systems Approach, Crook County has developed an implementation plan through the year 2050 that analyzes current safety conditions across the County, and identifies a range of strategies that can be implemented to guide the County towards its safety goals.

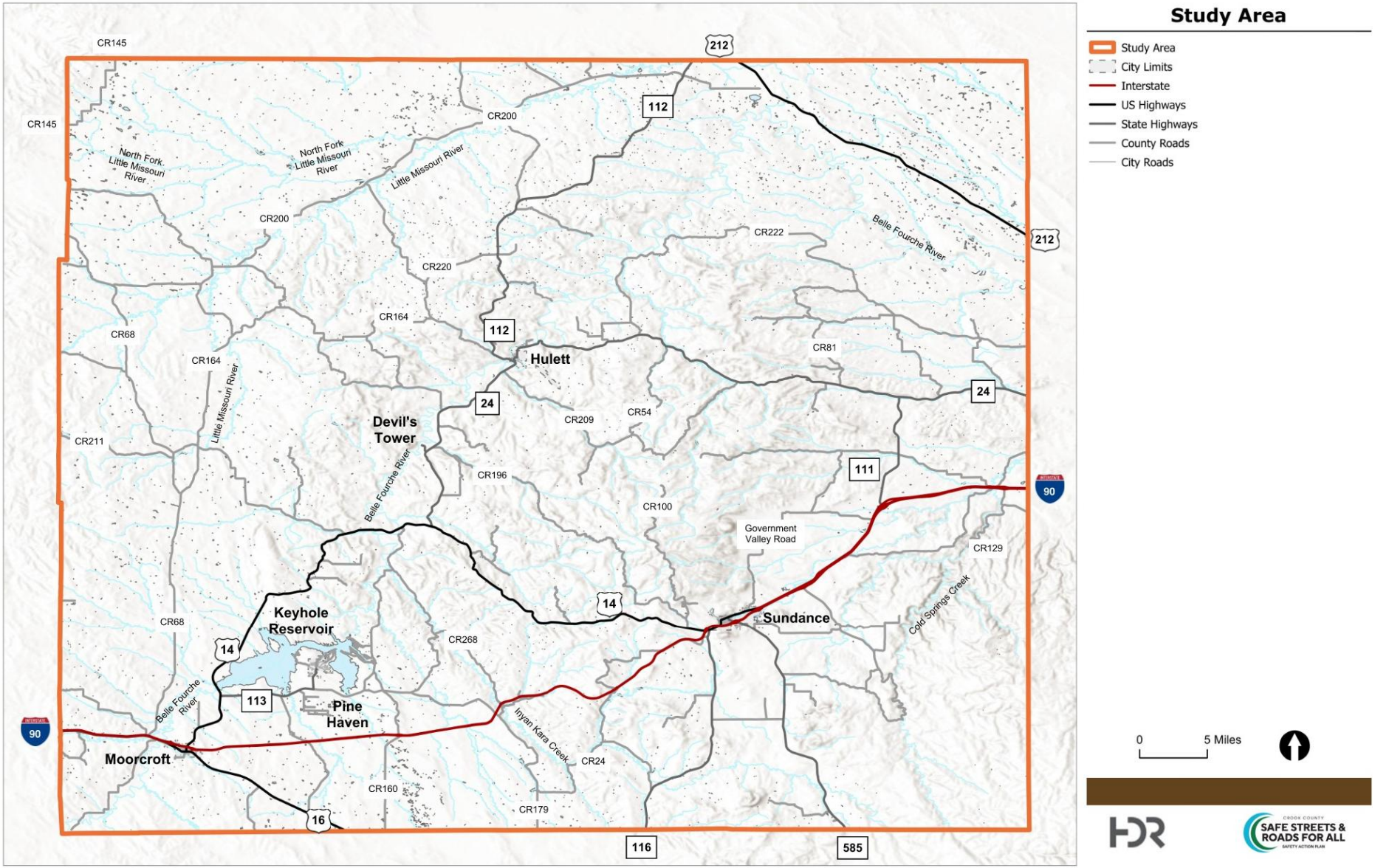
The CSAP was developed through a holistic approach for addressing transportation safety that incorporated seven key components:

Leadership Commitment and Goal Setting
Planning Structure
Safety Analysis
Engagement and Collaboration
Policy and Process Changes
Strategy and Project Selections
Progress and Transparency

Based on these seven key components, the CSAP utilized the analyses related to existing and future forecasted safety conditions to develop a plan that identified high priority safety locations and provides recommendations to address issues at these locations. The recommendations were prioritized and developed into short- and long-term projects to create an implementation plan for the area.

The geographic scope of the Crook County CSAP includes all public roadways within the County, except for private streets and parking lots. **Figure 1** presents the CSAP study area.

Figure 1: Crook County CSAP Study Area



1.2. Vision & Goals

The vision and goals for the Crook County CSAP were developed based on input provided by the community and stakeholders, as well as guidance from the Study Advisory Team (SAT). The vision and goals are intended to guide future decision-making related to investments in safety improvements while reflecting the values and priorities of Crook County residents.

The vision and goals established as part of the CSAP's development are:

> *The Crook County CSAP seeks to reduce and eliminate fatal and serious injuries resulting from roadway crashes by 2050 on County-owned roadways.*

1.3. Relevant Plans

The intent of the CSAP is to align with recent and ongoing planning efforts conducted by Crook County so that the findings and recommendations of the CSAP can be considered in future planning activities. The development of the CSAP reviewed relevant plans developed by Crook County, which included:

- **Crook County's 2014 Comprehensive Land Use Plan**: The Comprehensive Land Use Plan was developed to establish a process for the Board of County Commissioners to establish policies for land use and related activities within the County. The County is currently updating the 2014 Plan, which is set for adoption by July 2026.
- **Crook County's 2018 Region 1 Hazard Mitigation Plan, Crook County Annex**: The Region 1 Hazard Mitigation Plan, Crook County Annex builds upon previous hazard mitigation plans for Wyoming's Region 1 which consists of Campbell, Crook, Johnson, Sheridan, and Weston Counties. The purpose of the hazard mitigation plan is to guide mitigation activities that better protect the people and property in the region from the effects of hazard events.

1.4. Safe System Approach

USDOT's Safe System Approach was the guiding paradigm for the development of the Crook County CSAP. The Safe System Approach was adopted by USDOT to address and mitigate the inherent risks associated with complex multimodal transportation networks of our nation's communities.



The approach works to build and reinforce multiple layers of protection through a proactive method that prevents crashes from occurring while minimizing the harm caused to individuals involved in crash events when they occur. The underlying philosophy of the Safe System Approach is to focus on human mistakes and human vulnerability by designing redundant multimodal transportation systems that protect all users.

The Safe Systems Approach incorporates a series of principles that guide efforts towards the creation of safer multimodal transportation systems withinour communities.

Table 1: Principles of the Safe System Approach

Principle	Description
Death and Serious Injuries are Unacceptable	A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
Humans Make Mistakes	People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed to accommodate certain types and levels of human mistakes, in order to avoid death and serious injuries when a crash occurs.
Humans are Vulnerable	Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design a transportation system that is human-centric and accommodates physical human vulnerabilities.
Responsibility is Shared	All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
Safety is Proactive	Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
Redundancy is Crucial	Reducing risks requires all parts of the transportation system to be strengthened, so that if one part fails, another part still protects people.

Source: United States Department of Transportation, *Safe System Approach*

As a component of USDOT's National Roadway Safety Strategy (NRSS), the Safe System Approach aligns with five NRSS objectives that were established to correspond to Safe System Approach elements.

Table 2: Objectives of a Safe System Approach

Principle	Description
Safer People	Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
Safer Roads	Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
Safer Vehicles	Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
Safer Speeds	Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
Post-Crash Care	Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Source: United States Department of Transportation, *Safe System Approach*

2. Safety Action Plan Components and Self-Certification List

Guidelines established through USDOT's SS4A program include a Self-Certification Eligibility Worksheet that guided the development of the CSAP and ensures Plan compliance with SS4A requirements. Through maintaining compliance with all SS4A program guidelines, Crook County will be eligible to apply for future federal funding to support the implementation of the CSAP's recommended safety improvements.

The CSAP chapters of this document were organized to reflect the structure of the Self-Certification Eligibility Worksheet in an effort to further demonstrate the CSAP's alignment with federal requirements. **Table 3** provides a summary of how the CSAP chapters align with the Self-Certification Worksheet.

Table 3: Crook County CSAP Alignment with SS4A Self-Certification Worksheet

SS4A Safety Action Plan Component	SS4A Worksheet Question	Addressed in CSAP	Document Location
1. Leadership Commitment and Goal Setting	Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.	Yes	Chapter 3
2. Planning Structure	To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	Yes	Chapter 4
3. Safety Analysis	Does the Action Plan include the following? • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g. high risk road features, specific safety needs of relevant road users); and, • A geospatial identification (geographic or location data using maps) of higher risk locations.	Yes	Chapter 5
4. Engagement and Collaboration	Did the Action Plan development include all of 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.	Yes	Chapter 6
5. Policy and Process Changes	Are both of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Yes	Chapter 7
6. Strategy and Project Selections	Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?	Yes	Chapter 8
7. Progress and Transparency	Does the plan include the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The Plan is posted publicly online.	Yes	Chapter 9
8. Action Plan Date	When was your plan finalized and/or last updated?	April 7, 2026	

3. Leadership Commitment and Goal Setting

Crook County, by resolution and action, has committed to the Crook County Vision Zero, which is a long-term goal of zero roadway fatalities and serious injuries on County-owned roads by 2050. This commitment is demonstrated through the County Commissioner's resolution affirming this goal and the County's commitment to improving safety, as well as the approval of the CSAP at its regular meeting on April 7, 2026. **Figure 2** shows the signed resolution, which is also available in **Appendix A**.

RESOLUTION NO. 2026-8
A RESOLUTION SETTING A TARGET OF ZERO TRANSPORTATION-RELATED DEATHS AND SERIOUS INJURIES BY 2050

WHEREAS, the Board of County Commissioners in and for Crook County, Wyoming received funding through the federal Safe Streets and Roads for all (SS4A) program and is completing a Comprehensive Safety Action Plan (CSAP) for the County's transportation network; and

WHEREAS, adoption of a CSAP is a prerequisite for seeking additional federal funding for infrastructure safety projects through the SS4A program; and

WHEREAS the CSAP was developed consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive, proactive roadway safety culture; and

WHEREAS the CSAP was developed consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive, proactive roadway safety culture; and

WHEREAS as of 2024, the five-year average number of people suffering from fatal and serious injury crashes in the County is 16 per year; and

WHEREAS the health, safety and wellbeing of all persons living and traveling within the County are our utmost priority, and no one should be killed or seriously injured while traveling in the region; and

WHEREAS the Crook County Commissioners recognize that transportation safety is a shared responsibility with member communities and requires a holistic approach to eliminate fatalities and serious injuries in the County; and

WHEREAS improving safety for all roadway users requires coordinated projects, strategies, and initiatives of stakeholders and community support of safety objectives and action plans that are guided by community input; and

WHEREAS County staff and residents have participated in the development of the CSAP to inform the resulting projects and priorities; and

WHEREAS the County intends to advance the priority projects and initiatives recommended in the CSAP to reduce and ultimately eliminate traffic-related deaths and serious injuries.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS IN AND FOR CROOK COUNTY, WYOMING, as follows:

Crook County commits to a target goal of reducing traffic-related deaths and serious injuries to zero by the year 2050.

BOARD OF COUNTY COMMISSIONERS IN AND FOR CROOK COUNTY, WYOMING

BY Fred M Devish
FRED M. DEVISH, CHAIRMAN

BY Bob
BOB LATHAM, VICE-CHAIRMAN

BY Dale Davis
DALE DAVIS, MEMBER

State of Wyoming }
}
County of Crook }

Signed or attested before me on April 7, 2026, by Fred M. Devish Chairman, Bob Latham, Vice-Chairman, and Dale Davis, Member, Board of Crook County Commissioners in and for Crook County, Wyoming.

SEAL

Melissa Jones
MELISSA JONES, CROOK COUNTY CLERK
My term of office expires the first Monday in January 2027

4. Planning Structure

4.1. Crook County Study Advisory Team

A Study Advisory Team (SAT) was established for the Crook County CSAP for the purpose of being the principal planning structure guiding the CSAP's development. The SAT was comprised of representatives of the following organizations:

- Crook County Board of County Commissioners
- Crook County Emergency Management
- Crook County Fire Warden
- Fire Chiefs for the cities of Sundance, Moorcroft, Hulett, and Pine Haven
- Wyoming Department of Transportation
- National Park Service

The SAT's main roles and responsibilities were to provide feedback on the elements of the CSAP and guide the direction of the Plan's development. A total of two meetings were held with the SAT, with the first held in October 2025 and the second in December 2025.

5. Safety Analysis

5.1. Crash History Review

As part of the Crook County CSAP, a crash history review was conducted on roadways throughout Crook County. Crash and injury records were evaluated from a high-level perspective, focusing on overall study area trends, key safety emphasis areas and focus areas outlined in the 2022 Wyoming Strategic Highway Safety Plan (SHSP), the Crook County SAT, fatalities or serious injuries, vulnerable road users (VRU), and identified elevated injury crash intersection and segment locations.

Wyoming Department of Transportation (WYDOT) SHSP Emphasis Areas and Focus Areas:

- Emphasis Areas:
  - Lane or Road Departure Crashes
  - Use of Safety Restraints
  - Impaired Driving
  - Speeding or Driving too Fast for Conditions
  - Curve Crashes
  - Young Drivers
- Focus Areas:
  - Intersections
  - Active Transportation: Pedestrian and Bicycle Modes
  - Distracted Driving
  - Icy/Snowy Roads
  - Commercial Motor Vehicles
  - Motorcycles
  - Older Drivers
  - Wildlife
  - Work Zone Safety

Crash and injury records from the State of Wyoming crash database for years 2017 through 2023 were provided by WYDOT for this review. The full crash history review technical memorandum is provided in **Appendix B**. A key outcome resulting from the crash history review was the development of the Crook County area High Injury Network (HIN) to identify intersections and corridor segments with elevated injury crash rates that should be prioritized for safety improvement projects.

Crash Review Methodology

The crash review included all roadways within the Crook County limits. However, Crook County has minimal influence on the interstate system, so those crashes were screened out of further analysis to focus on state highways, county roads, township roads and city streets.

Crash characteristics such as total crashes, severity, manner of collision, month, year, light condition, and road surface condition were summarized and tabulated for both crash and injury crash frequencies at both a systemwide and site-specific level. Crash records were reviewed with respect to crash frequency and crash rates which account for traffic exposure.

For all crash calculations, crashes were converted to property damage only (PDO) equivalences. These Equivalent Property Damage Only (EPDO) rates were developed as outlined in the Highway Safety Manual (HSM) based on crash history and severity weight factors provided by the WYDOT. The EPDO rate considers the distribution of crash severity for each site under consideration. It attaches greater importance, or weight, to crashes resulting in a fatality, then mid-level importance to those resulting in an injury, and less importance to PDO crashes. By converting all crashes to PDO equivalents, a fair comparison can be made between all intersections or corridor segments in terms of where the most crashes are occurring in relation to exposure.

Intersections and corridor segments were reviewed with and without non-injury (PDO) crashes to determine the following criteria in support of developing the HIN:

- Locations where **fatal or serious injury crashes occurred**
- Locations with **crashes involving vulnerable road users (VRU)** (i.e. bicyclists or pedestrians)
- Locations with **notably elevated crash frequencies**
- Locations with **notably elevated injury crash rates (excluding non-injury crashes)** in accordance with the Safe System Approach

Crook County Area Summary

To assess the overall safety performance of the Crook County roadway network, all crashes and injury crashes were summarized by select characteristics. A total of 2,038 crashes were reported (1,062 non-interstate crashes) between 2017 and 2023 and are depicted on an annual basis in **Figure 3**. Spatial representations of all crashes, weighted crash density, and injury crashes for the study area are shown in **Figure 4** through **Figure 6**.

Between 2017 and 2023, annual crash totals ranged from 244 to 329 crashes, peaking in 2021. Injury crashes consistently ranged between 52 and 68 per year. Overall, 21 percent of Crook County crashes resulted in an injury (418 crashes).

Crook County crash characteristics are summarized in **Figure 7** through **Figure 12** and include the following predominant attributes:

- 48% occurred along the I-90 corridor within study limits (976 crashes)
- 31% occurred on wet, snowy, icy, slushy, or frosty road surface conditions (632 crashes)
- 41% were wild animal related collisions (841 crashes)
- 43% were single vehicle crashes (non-wild animal) (879 crashes)
- 37% occurred at night on roadways without lighting (761 crashes)

Figure 3: Crook County Annual Crash Frequencies (2017-2023)

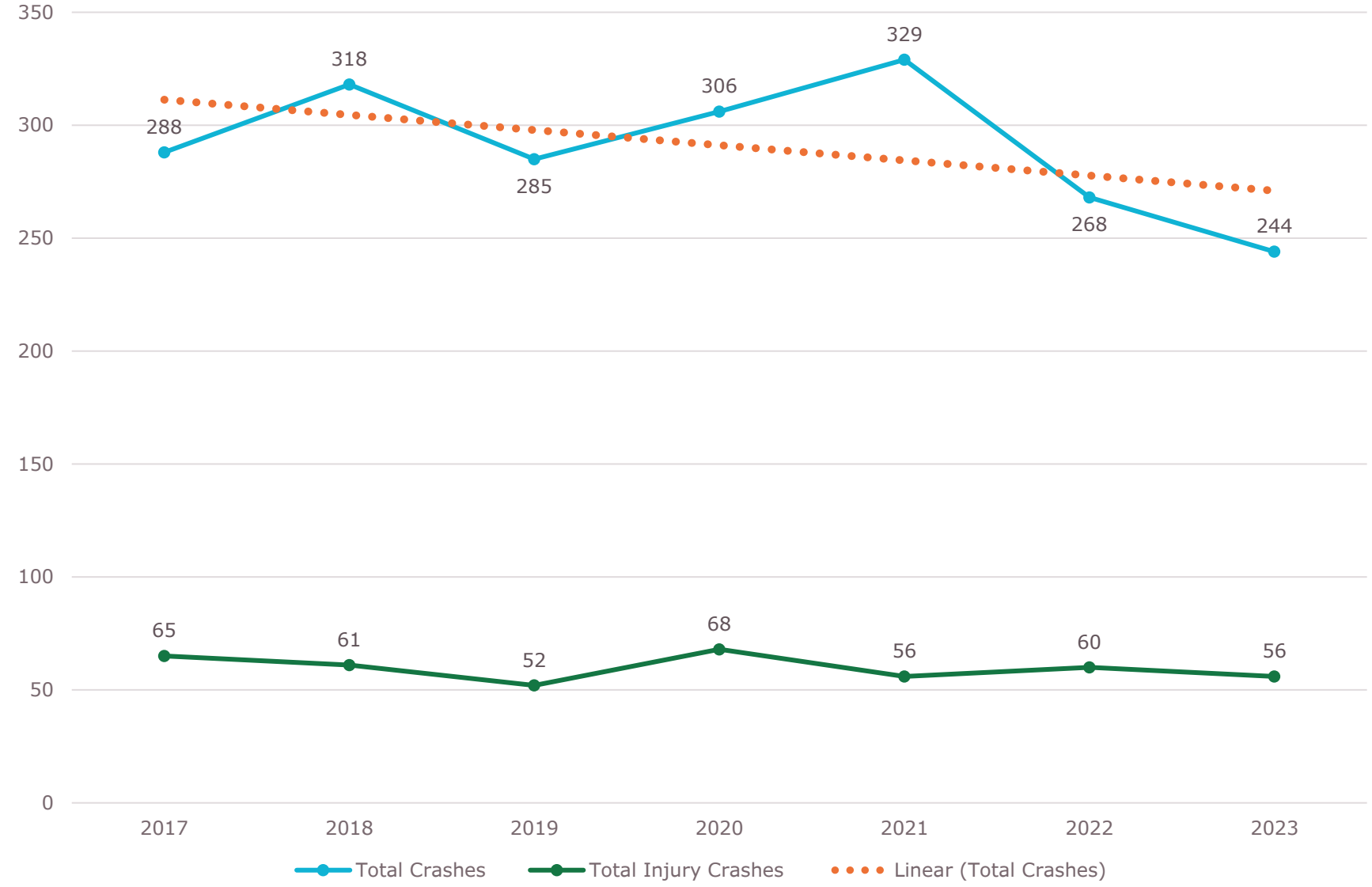
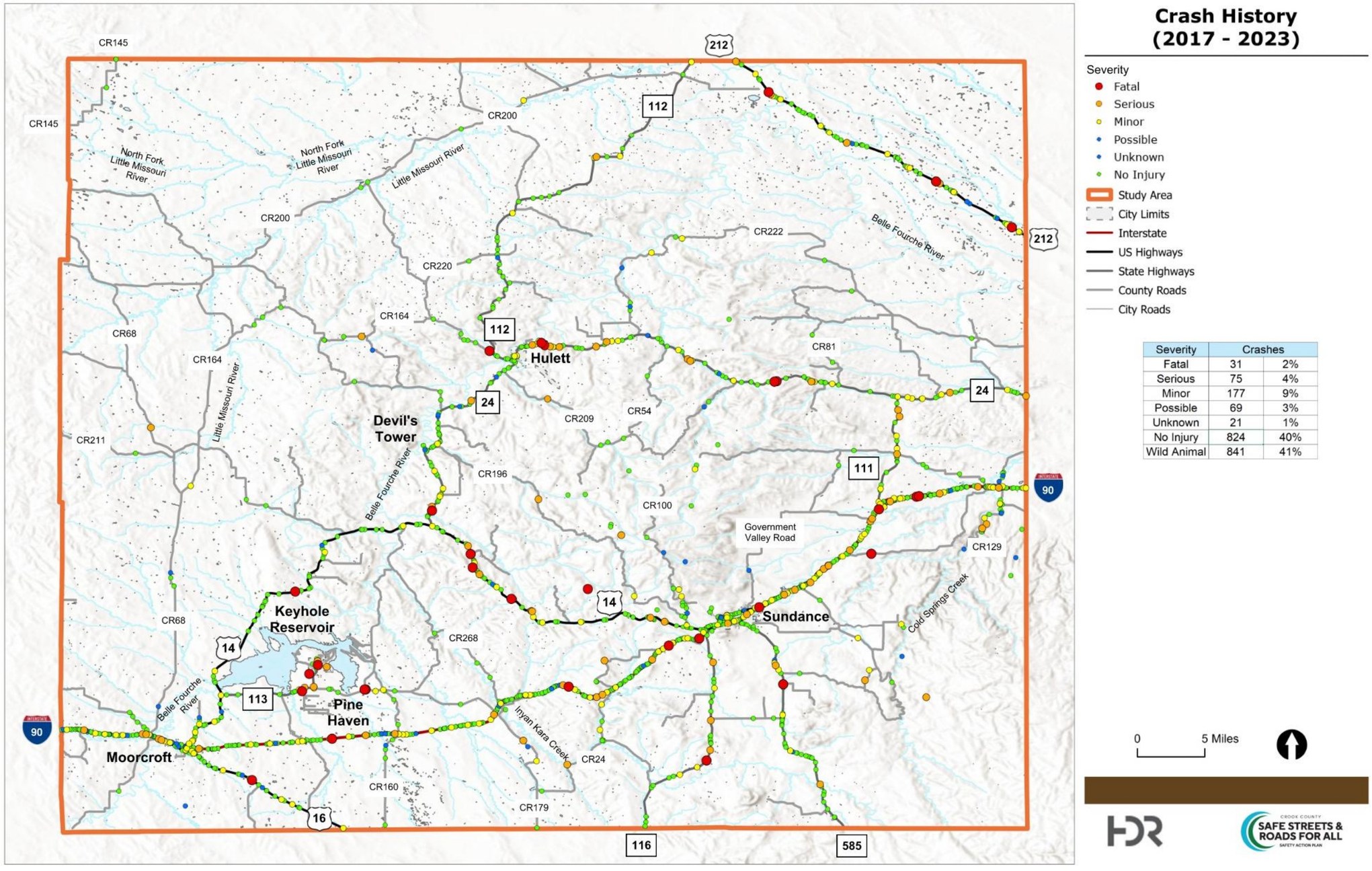


Figure 4: Crook County Crash History (2017-2023)



Crash History (2017 - 2023)

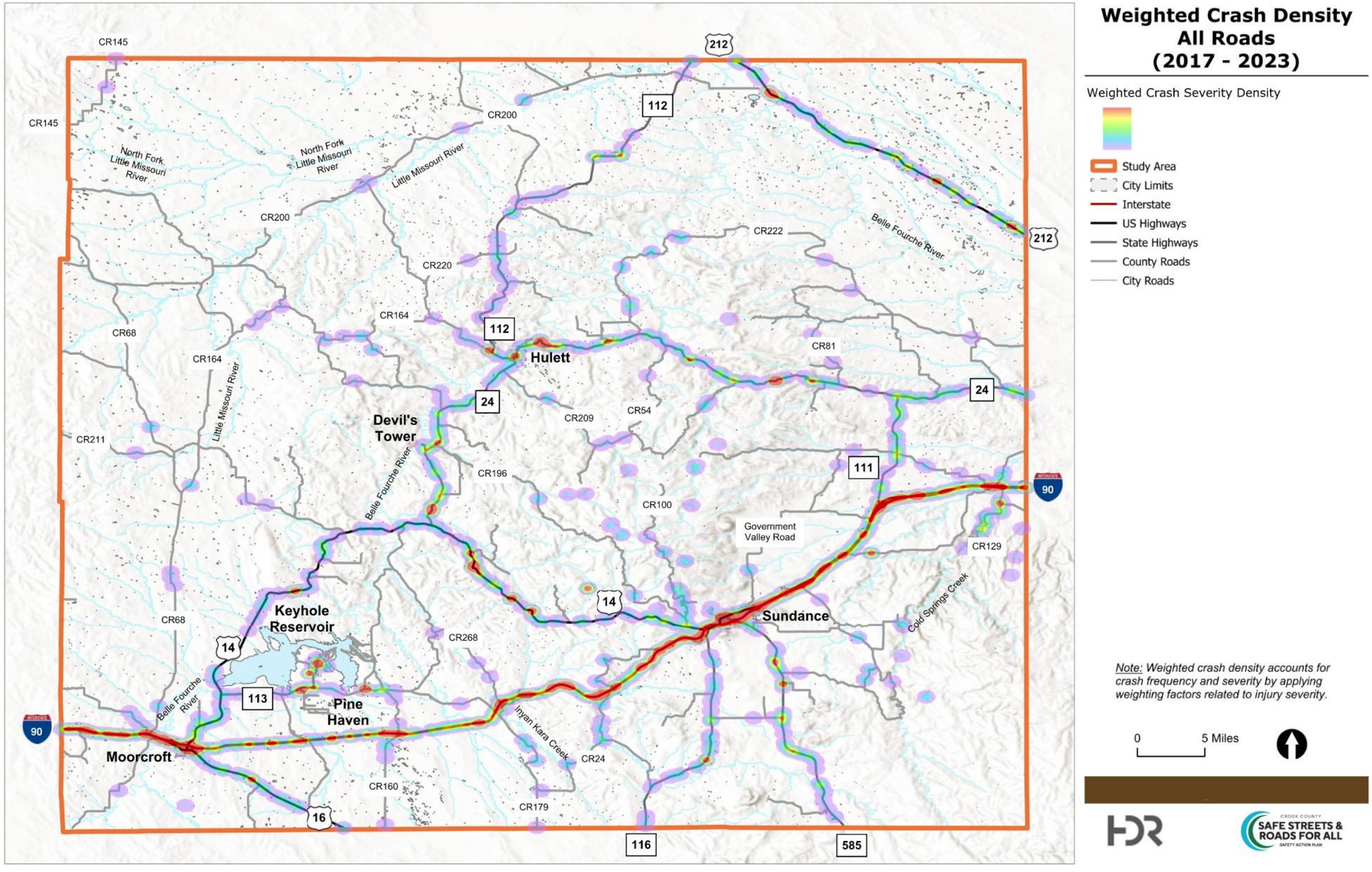
Severity
- Fatal
- Serious
- Minor
- Possible
- Unknown
- No Injury

Study Area
City Limits
Interstate
US Highways
State Highways
County Roads
City Roads

Severity	Crashes	
Fatal	31	2%
Serious	75	4%
Minor	177	9%
Possible	69	3%
Unknown	21	1%
No Injury	824	40%
Wild Animal	841	41%

0 5 Miles

Figure 5: Crook County Weighted Crash Density – All Roads (2017-2023)



Weighted Crash Density All Roads (2017 - 2023)

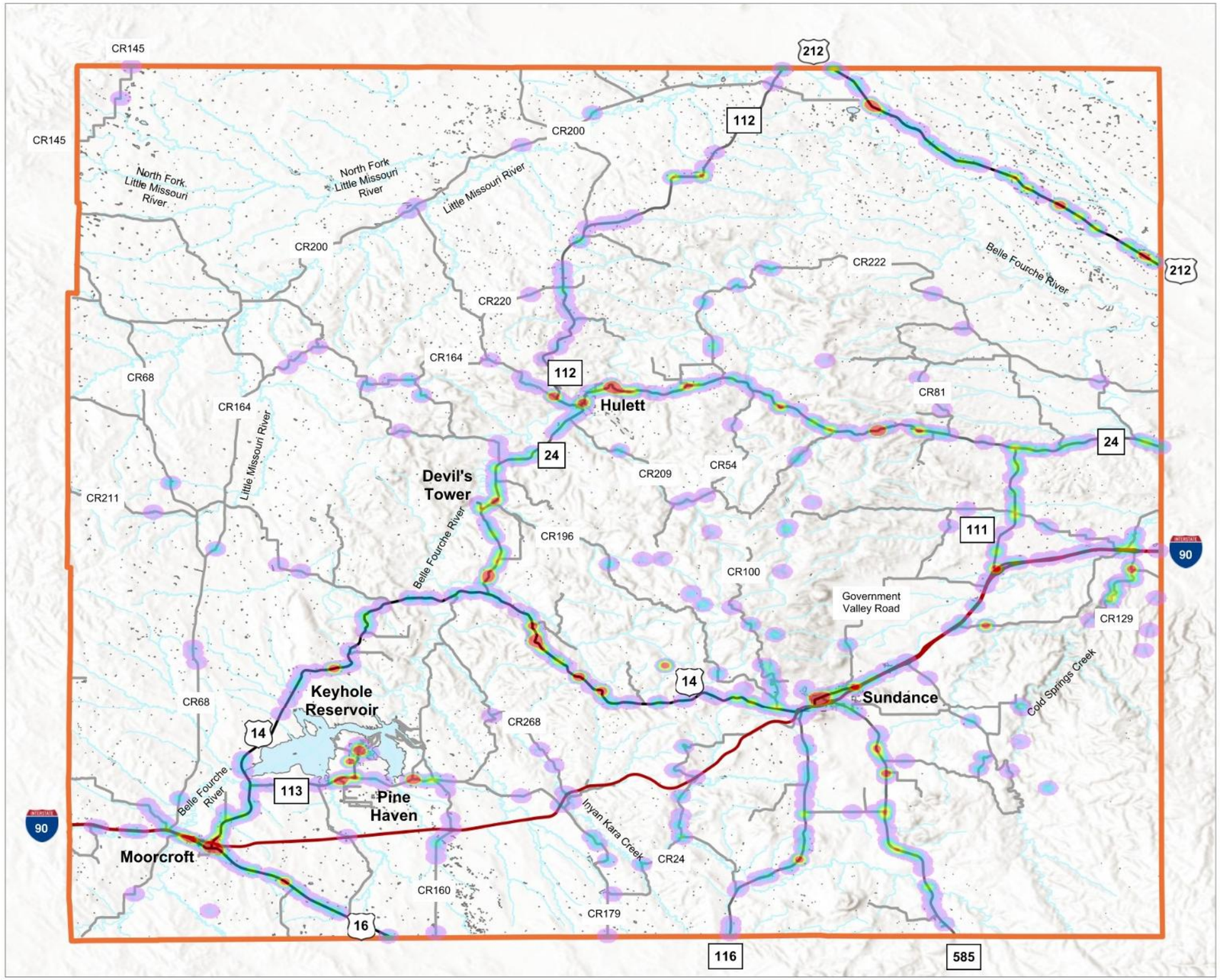
Weighted Crash Severity Density

- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Note: Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 5 Miles

Figure 6: Crook County Weighted Crash Density – Non-Interstate Roads (2017-2023)



Weighted Crash Density Non-Interstate Roads (2017 - 2023)

Weighted Crash Severity Density

- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Note: Weighted crash density accounts for crash frequency and severity by applying weighting factors related to injury severity.

0 5 Miles

Figure 7:Crook County Crash Characteristics (Injury Severity)

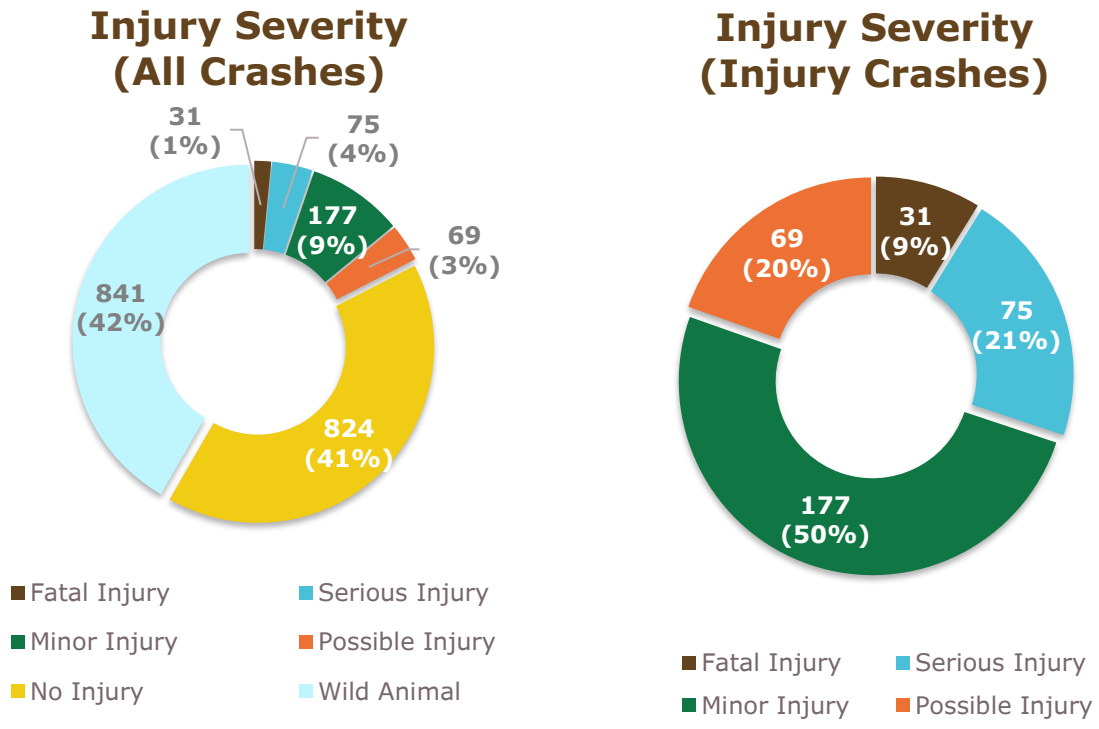


Figure 8: Crook County Crash Characteristics (Manner of Collision)

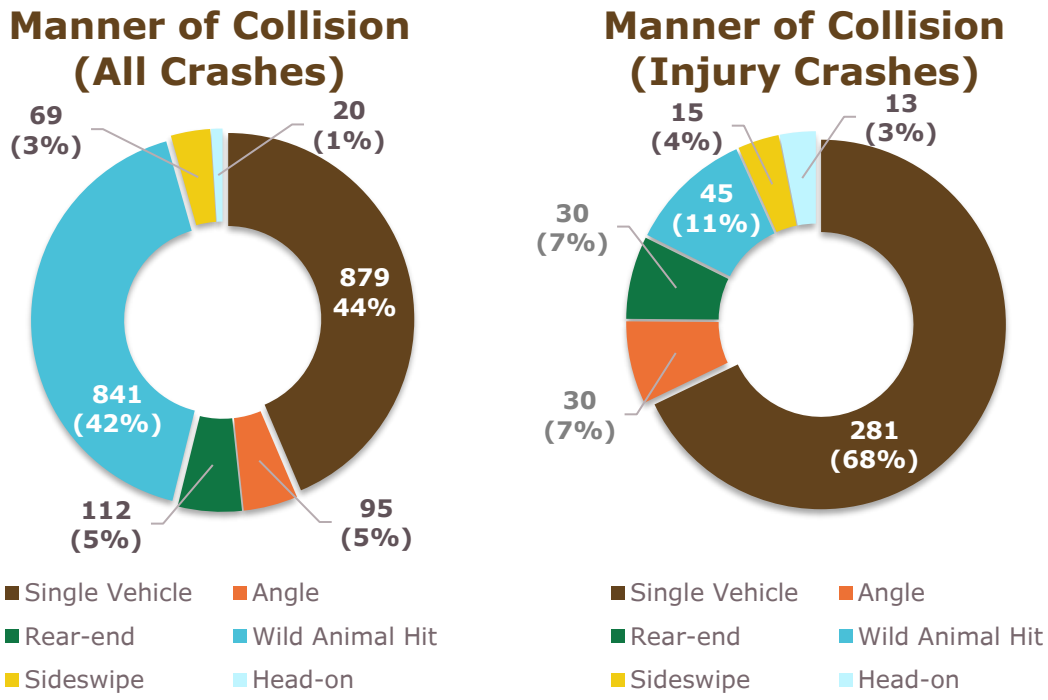


Figure 9: Crook County Crash Characteristics (Light Condition)

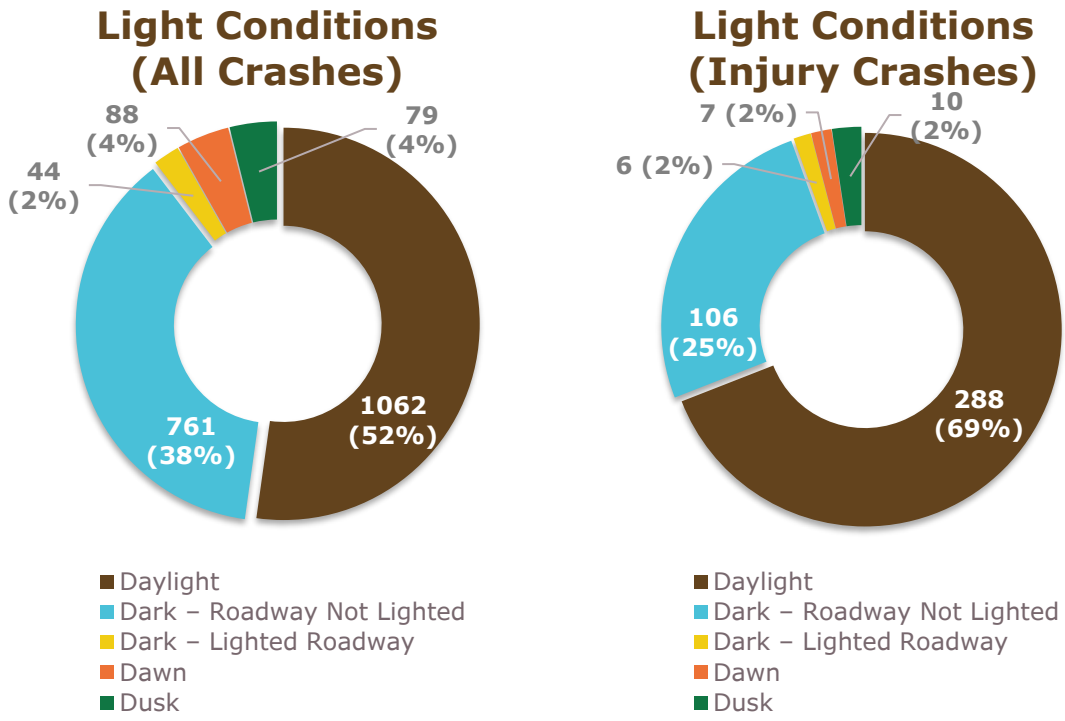


Figure 10: Crook County Crash Characteristics (Road Surface Condition)

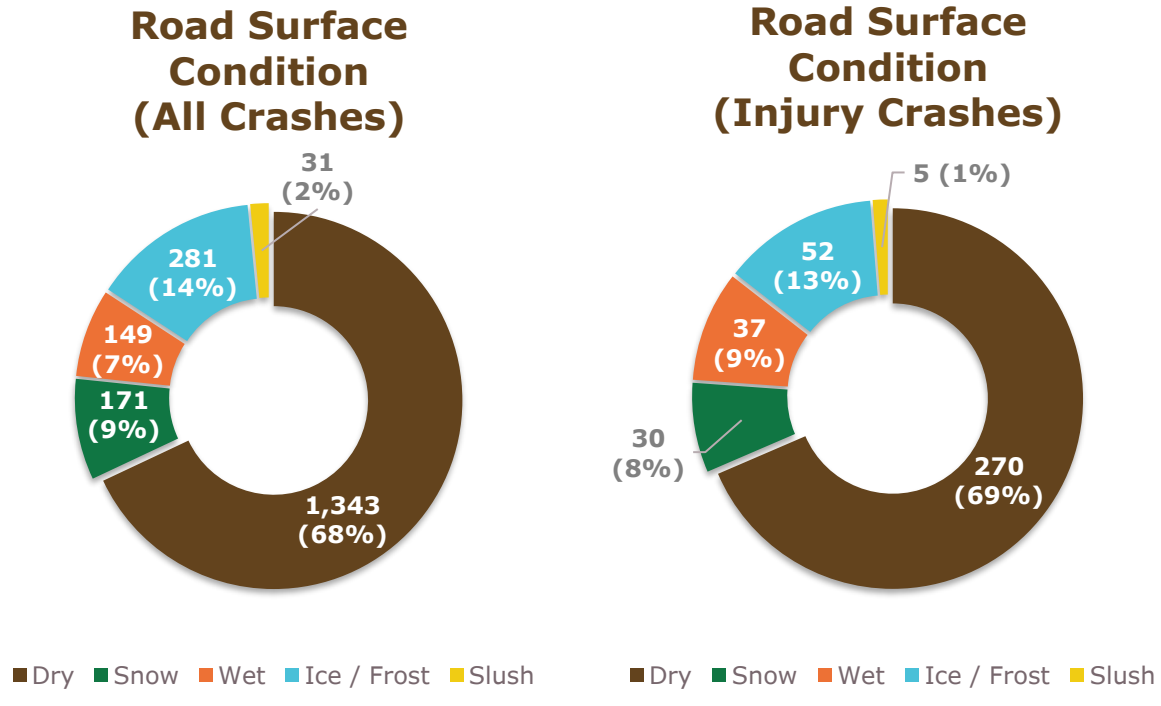


Figure 11: Crook County Crash Characteristics (Month)

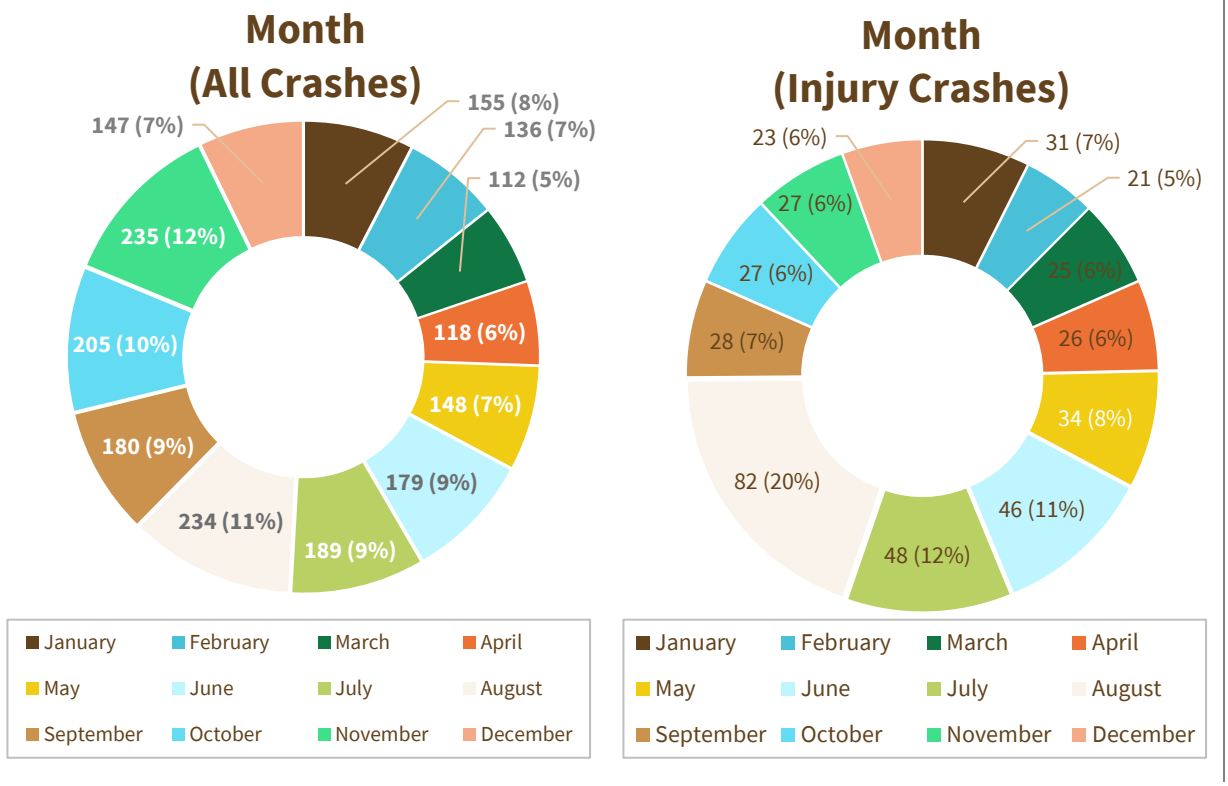
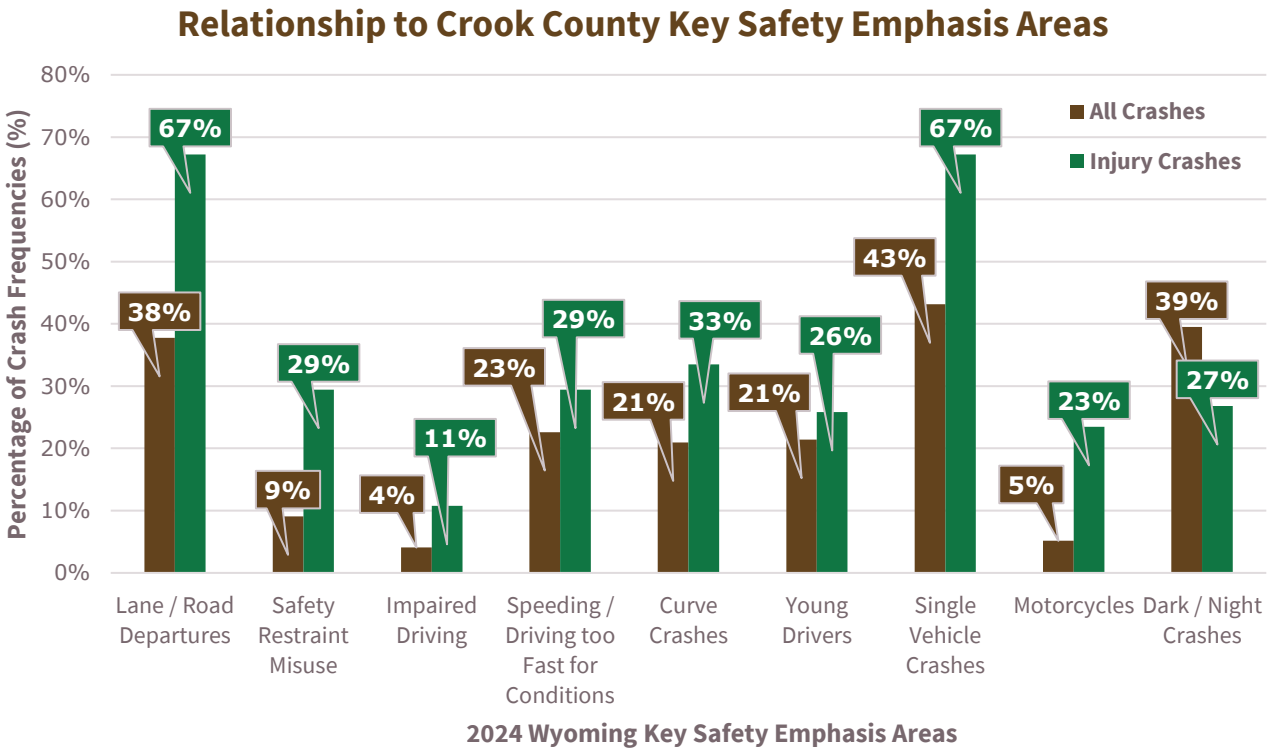
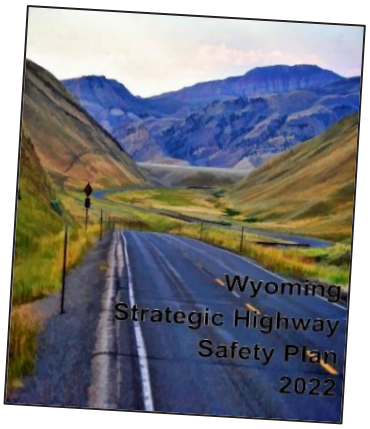


Figure 12: Crook County Crash Characteristics (Correlation to Crook County Safety Emphasis Areas)



In accordance with the 2022 Wyoming Strategic Highway Safety Plan (cover shown in **Figure 13**), Crook County crashes were reviewed with respect to the six key safety emphasis areas or crash types that the WYDOT, Wyoming Department of Public Safety (WYDPS), and other agency partners have prioritized as part of overall efforts to reduce fatalities and serious injuries in the state.



Source: Wyoming Department of Transportation
Figure 13: 2022 Wyoming Strategic Highway Safety Plan

Additionally, five other focus areas identified within the SHSP and by the SAT were reviewed as well.

Based on this review, the following crash types were the most frequently reported:

Total Crash Comparison to Safety Emphasis/Focus Areas:

- 43% were **Single Vehicle Crashes** (879 crashes)
- 39% were **Dark / Night Crashes** (805 crashes)
- 38% were **Lane / Road Departure Crashes** (769 crashes)
- 23% involved **Speeding / Driving Too Fast for Conditions** (461 crashes)
- 21% involved **Young Drivers (age 25 and younger)** (436 crashes)
- 21% involved **Curve Crashes** (427 crashes)

Injury Crash Comparison to Safety Emphasis/Focus Areas:

- 67% were **Single Vehicle Crashes** (281 injury crashes)
- 67% were **Lane / Road Departure Crashes** (281 injury crashes)
- 33% involved **Curve Crashes** (140 injury crashes)
- 29% involved **Speeding / Driving Too Fast for Conditions** (123 injury crashes)
- 29% involved **Safety Restraint Misuse** (123 injury crashes)
- 27% were **Dark / Night Crashes** (112 injury crashes)
- 26% involved **Young Drivers** (108 injury crashes)
- 23% involved **Motorcycles** (98 crashes)

Fatal and Serious Injury Crashes

In accordance with the Safe Systems Approach and its goal to eliminate roadway fatalities and serious injuries, all Crook County fatal and serious injury crashes were investigated. Between 2017 and 2023, there was a combined total of 113 fatal and serious injury crashes throughout Crook County, as shown in **Figure 14**, with 31 fatal injury crashes and 82 serious injury crashes.

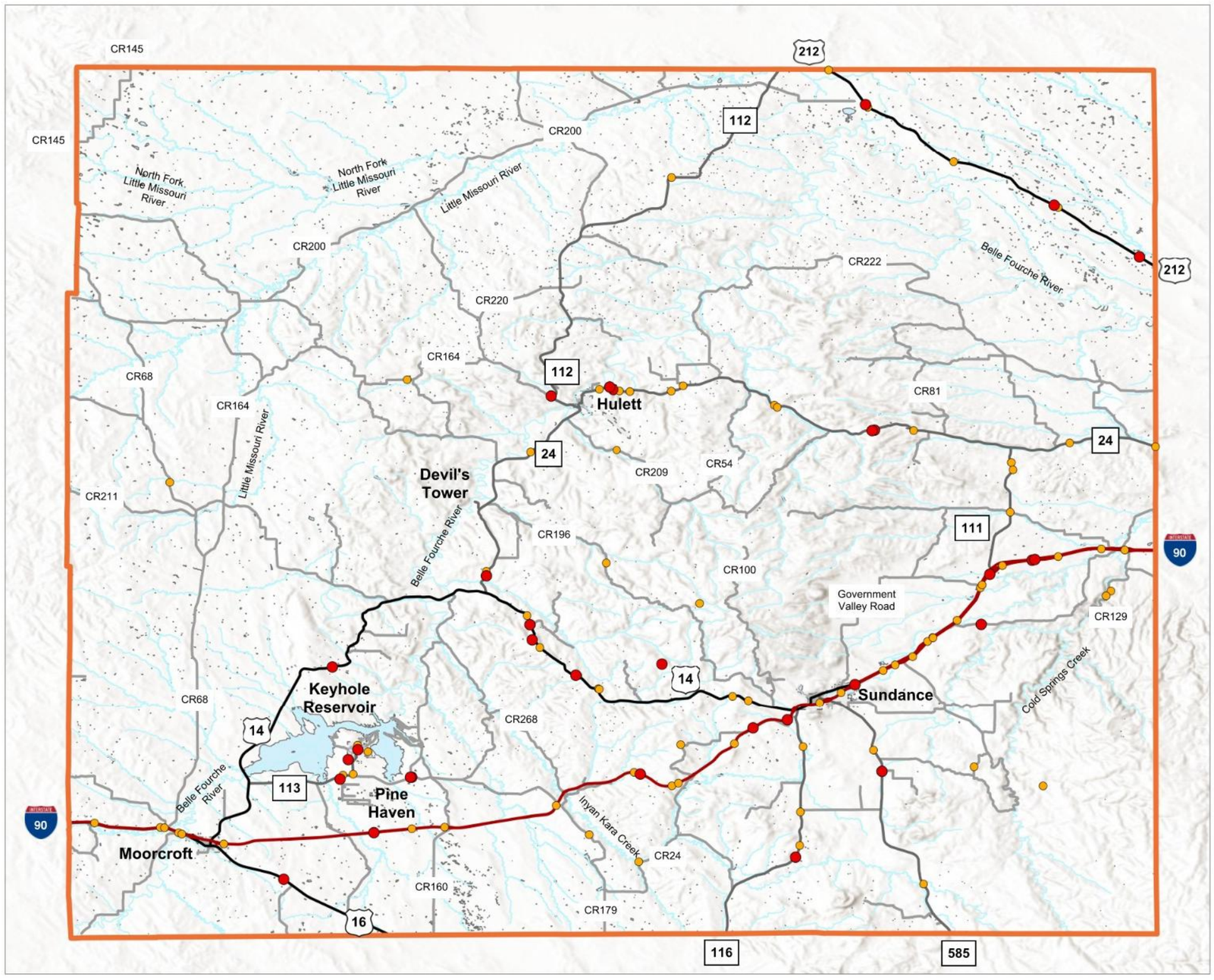
The 31 fatal injury crashes occurred throughout Crook County, but primarily on I-90, US highways, and state highways; however, multiple fatal injury crashes occurred within the Pine Haven area. General trends of fatal injury crashes include:

- Spread evenly across the years with 3 to 5 fatal injury crashes per year
- 10 crashes occurred during August
- 12 crashes involved alcohol, 5 crashes involved drugs but 3 of these crashes involved both alcohol and drugs, thus 14 total alcohol and/or drug crashes
- 9 crashes involved a vehicle overturn / rollover
- 11 crashes occurred during the night on an unlighted roadway
- 23 crashes involved a single vehicle
- 14 crashes occurred while the vehicle was negotiating a curve
- 12 crashes involved motorcycles, with 7 of these crashes involving a single vehicle

The 82 serious injury crashes occurred throughout Crook County but primarily on I-90, US highways, and state highways. General trends of serious injury crashes include:

- 20 crashes occurred in 2017, 16 crashes in 2022, 12 crashes in 2021, and 10 crashes in 2020 with the remaining years under 10 crashes
- 28 crashes occurred in August, 14 crashes in June, and 12 crashes in July
- 7 crashes involved hitting a deer
- 9 crashes involved alcohol, 4 crashes involved drugs but 1 of these crashes involved both alcohol and drugs, thus 12 total alcohol and/or drug crashes
- 21 crashes involved a vehicle overturn / rollover
- 15 crashes occurred during the night on an unlighted roadway
- 62 crashes involved a single vehicle
- 34 crashes occurred while the vehicle was negotiating a curve
- 35 crashes involved motorcycles, with 28 of these crashes involving a single vehicle

Figure 14: Crook County Fatal and Serious Injury Crash History (2017-2023)



Fatal & Serious Injury Crash History (2017 - 2023)

Severity
- Fatal
- Serious
- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Severity	Crashes	
Fatal	31	2%
Serious	75	4%

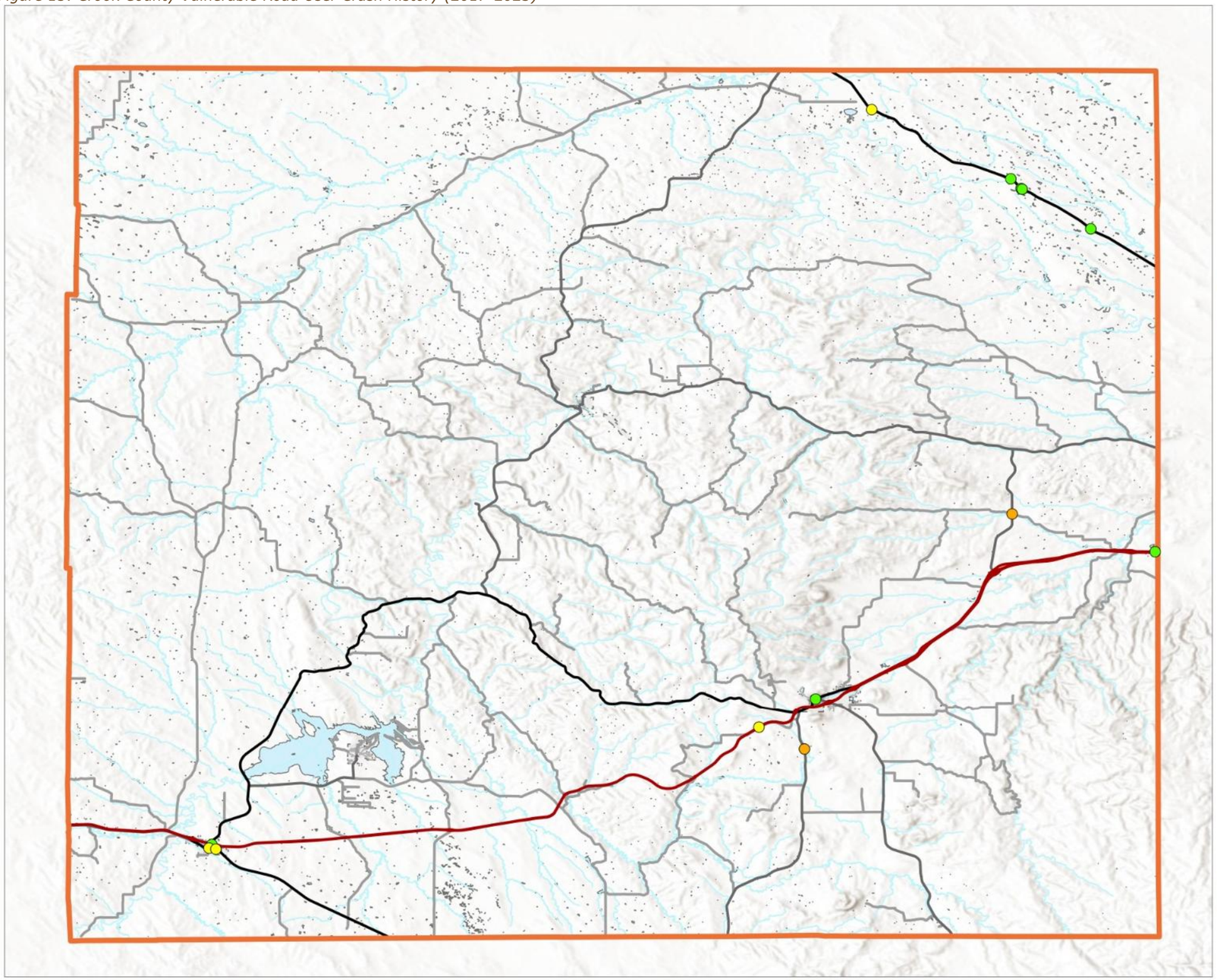
0 5 Miles

Vulnerable Road Users

Crashes amongst vulnerable road users (VRU) (i.e. bicyclists and pedestrians) were assessed due to the greater susceptibility to injury when involved in crashes. Based on that vulnerability, the role of VRUs in Safe System Approach implementation, and the 2025 Wyoming Vulnerable Road Users Critical Crash Report, further focus was given to VRU safety. Between 2017 and 2023, 14 VRU crashes were observed as shown in **Figure 15**. VRU crashes occurred primarily along the interstate, adjoining communities (Sundance and Moorcroft) and along US 212. General trends of VRU crashes include:

- Spread evenly across the years with 1 to 4 VRU crashes per year
    - 10 crashes were categorized as VRU due to an occupant inside the parked vehicle; typically, a collision with a parked motor vehicle would not be considered a VRU incident
- 2 crashes resulted in serious injury with these two crashes occurring on state highways (WY 111 and WY 116)

Figure 15: Crook County Vulnerable Road User Crash History (2017-2023)



Vulnerable Road Users (Non-Motorists) Crash History (2017 - 2023)

Severity
- Fatal
- Serious
- Minor
- Possible
- Unknown
- No Injury
- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Severity	Crashes	
Fatal	0	0%
Serious	2	14%
Minor	4	29%
Possible	0	0%
Unknown	0	0%
No Injury	8	57%

0 5 Miles

Intersections

Throughout Crook County, intersections with notable crash severities and / or frequencies were identified for further investigation. These crashes were determined to be intersection crashes based on junction classifications such as 'intersection-related' or were crashes occurring spatially within the intersection area. This analysis, while robust, was conducted at a high-level perspective with a focus on intersections with notable crash frequencies.

High Crash Frequency Intersections

Based on the crash history review, 16 intersections in Crook County had at least 2 crashes between 2017 and 2023 and were identified for further review. The 16 intersections are listed in **Table 4** and **Table 5** with the locations shown in **Figure 16**.

Table 4: Crook County Area Intersection Crash Frequency Rankings – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes]

Rank	Intersection	Traffic Control Device	Total Crashes	Injury Severity						Manner of Collision				
				Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe
1	US14 / I-90B / Cleveland St & Industrial Ave	TWSC	8	0	0	1	0	7	0	2	1	0	4	1
2	US14 / US16 / Converse St & US14 / Yellowstone Ave	TWSC	5	0	0	0	0	5	0	1	0	1	2	1
3	US14 / I-90B / Cleveland St & 3rd St	TWSC	5	0	0	0	0	5	0	2	0	0	3	0
4	US16 & Country Ln	TWSC	4	0	0	1	0	3	0	0	1	0	3	0
5	Old Hwy 14 & WY111	TWSC	3	0	0	2	1	0	0	0	0	0	3	0
6	WY113 & Pine Haven Rd	TWSC	3	0	0	1	1	1	0	3	0	0	0	0
7	Co Rd 93 / Old Sundance Rd & Co Rd 205 / Pine Ridge Rd	TWSC	3	0	0	1	0	2	0	1	0	0	2	0
8	Old Hwy 14 & Sand Creek Rd	TWSC	3	0	0	1	0	2	0	2	0	0	1	0
9	WY51 & US14 / Converse St	TWSC	3	0	0	0	1	2	0	3	0	0	0	0
10	WY24 & WY110 / Devil's Tower Rd	TWSC	3	0	0	0	0	2	1	2	0	0	0	0
11	WY24 & WY111	TWSC	2	0	0	2	0	0	0	1	0	0	1	0
12	US14 & Sundance-Warren Peak Rd	TWSC	2	0	0	0	0	2	0	2	0	0	0	0
13	US16 & I-90B	TWSC	2	0	0	0	0	2	0	0	0	0	1	1
14	Co Rd 24 / Douglas Rd & Co Rd 216 / Beaver Creek Rd	TWSC	2	0	0	0	0	2	0	2	0	0	0	0
15	E Warren St & S 5th St	YIELD	2	0	0	0	0	2	0	0	0	0	2	0
16	I-90 WB RTI at Exit 185	TWSC	2	0	0	0	0	2	0	0	0	0	2	0

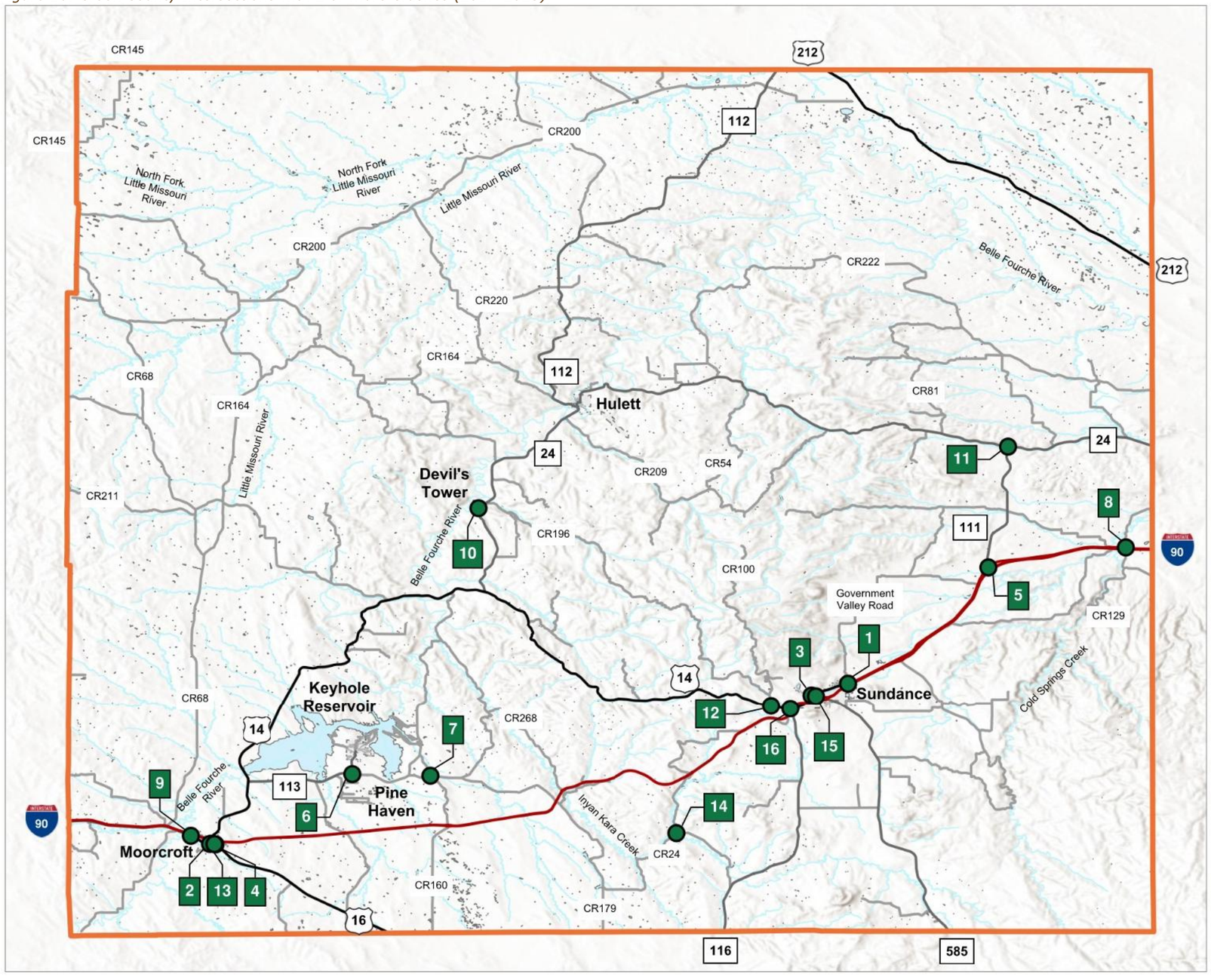
RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control; BL: Business Loop

Table 5: Crook County Area Intersection Crash Frequency Rankings – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes]

Rank	Intersection	Traffic Control Device	Total Crashes	Light Condition				Road Surface Condition				
				Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other
1	US14 / I-90B / Cleveland St & Industrial Ave	TWSC	8	8	0	0	0	6	0	2	0	0
2	US14 / US16 / Converse St & US14 / Yellowstone Ave	TWSC	5	4	0	1	0	4	0	0	1	0
3	US14 / I-90B / Cleveland St & 3rd St	TWSC	5	4	0	1	0	2	2	0	1	0
4	US16 & Country Ln	TWSC	4	4	0	0	0	4	0	0	0	0
5	Old Hwy 14 & WY111	TWSC	3	3	0	0	0	2	1	0	0	0
6	WY113 & Pine Haven Rd	TWSC	3	1	2	0	0	3	0	0	0	0
7	Co Rd 93 / Old Sundance Rd & Co Rd 205 / Pine Ridge Rd	TWSC	3	2	1	0	0	1	1	0	1	0
8	Old Hwy 14 & Sand Creek Rd	TWSC	3	2	0	1	0	0	1	1	1	0
9	WY51 & US14 / Converse St	TWSC	3	2	0	1	0	3	0	0	0	0
10	WY24 & WY110 / Devil's Tower Rd	TWSC	3	2	1	0	0	1	0	0	2	0
11	US14 & Sundance-Warren Peak Rd	TWSC	2	1	1	0	0	0	1	1	0	0
12	WY24 & WY111	TWSC	2	1	1	0	0	1	1	0	0	0
13	US16 & I-90B	TWSC	2	2	0	0	0	2	0	0	0	0
14	Co Rd 24 / Douglas Rd & Co Rd 216 / Beaver Creek Rd	TWSC	2	2	0	0	0	0	0	2	0	0
15	E Warren St & S 5th St	YIELD	2	1	0	1	0	1	0	1	0	0
16	I-90 WB RTI at Exit 185	TWSC	2	2	0	0	0	1	1	0	0	0

RTI: Ramp Terminal Intersection; AWSC: All-Way Stop Control; TWSC: Two-Way Stop Control; BL: Business Loop

Figure 16: Crook County Intersections with 2 or more Crashes (2017-2023)



Intersections with 2 or more Crashes (2017 - 2023)

- Intersections
- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Rank	Intersection
1	US14 / I-90B / Cleveland St & Industrial Ave
2	US14 / US16 / Converse St & US14 / Yellowstone Ave
3	US14 / I-90B / Cleveland St & 3rd St
4	US16 & Country Ln
5	Old Hwy 14 & WY111
6	WY113 & Pine Haven Rd
7	Co Rd 93 / Old Sundance Rd & Co Rd 205 / Pine Ridge Rd
8	Old Hwy 14 & Sand Creek Rd
9	WY51 & US14 / Converse St
10	WY24 & WY110 / Devil's Tower Rd
11	WY24 & WY111
12	US14 & Sundance-Warren Peak Rd
13	US16 & I-90B
14	Co Rd 24 / Douglas Rd & Co Rd 216 / Beaver Creek Rd
15	E Warren St & S 5th St
16	I-90 WB RTI at Exit 185

0 5 Miles

Corridor Segments

Crook County corridor segments with notable crash severities and/or frequencies were identified for additional review. These crashes were determined to be segment crashes based on junction classifications or were crashes occurring spatially within the segment area. Corridor segments were analyzed with a focus on segments with notable crash frequencies, including wild animal-related crashes.

High Crash Frequency Corridor Segments

Between 2017 and 2023, there were 26 corridor segments identified in Crook County with at least 8 crashes. These 26 corridor segments with notable crash frequency are listed in **Table 6** and **Table 7** with the locations shown in **Figure 17**.

Since the majority of the 26 corridor segments were on US highways or state highways, county roads with at least 3 crashes were also identified. This resulted in 21 county road segments which are listed in **Table 8** and **Table 9** with the locations shown in **Figure 18**.

Table 6: Crook County Area Corridor Segment Crash Frequency Rankings (All Roads) – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Total Crashes[w]	Injury Severity						Manner of Collision				
					Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe
1	**WY24**: River Crossing Dr to Co Rd 261 / Forks Rd	Rural 2-Lane	1.75	20	2	3	6	0	2	6	14	0	1	1	0
2	**WY24**: Co Rd 203 / Shaw County Rd to Co Rd 196 / Lytle Creek Rd	Rural 2-Lane	1.77	20	0	0	0	0	1	19	3	0	0	0	0
3	**US14**: Garman Rd to Sunny Divide Rd	Rural 2-Lane	1.66	19	2	2	3	0	5	7	5	1	2	2	2
4	**US212**: Gully to Co Rd 200 / Little Missouri Rd	Rural 2-Lane	1.40	17	1	1	2	1	10	2	11	1	0	2	1
5	**US212**: Lone Tree Rd / Bentonite Haul Rd to just West of Curve	Rural 2-Lane	1.29	14	0	0	2	0	12	0	5	2	1	0	6
6	**WY585**: Co Rd 62 to Co Rd 49 / Banks Rd	Rural 2-Lane	2.28	14	0	0	0	0	1	13	1	0	0	0	0
7	**WY24**: private drive to private drive	Rural 2-Lane	2.35	13	2	2	2	1	0	6	7	0	0	0	0
8	**US14**: local road to local road	Rural 2-Lane	2.76	13	1	3	1	1	4	3	10	0	0	0	0
9	**WY24**: private drive to US14	Rural 2-Lane	1.70	13	1	1	1	1	5	4	8	0	0	0	1
10	**WY585**: Cold Spring Rd to Co Rd 62	Rural 2-Lane	2.34	13	0	0	1	0	2	10	4	0	0	0	0
11	**US14**: Sunny Divide Rd to local road	Rural 2-Lane	1.82	12	0	0	1	0	0	11	3	0	0	0	0
12	**WY111**: just north of curve to private drive just south of curve	Rural 2-Lane	1.83	11	0	1	1	0	1	8	1	2	0	0	0
13	**WY24**: Co Rd 204 / Warren Peak Rd to private drive	Rural 2-Lane	2.52	11	0	0	0	0	0	11	3	0	0	0	0
14	**US212**: Humboldt Creek Rd to Haul Rd	Rural 2-Lane	1.68	10	1	1	2	0	3	3	4	1	1	0	1
15	**US212**: SD Border to Chicago Creek	Rural 2-Lane	2.26	10	1	0	3	1	3	2	2	0	0	2	3
16	**WY585**: Co Rd 247 / Clark Rd to local road just north of curve	Rural 2-Lane	2.01	10	0	1	2	2	3	2	7	0	0	1	0
17	**WY24**: Lola Ln to River Crossing Dr	Rural 2-Lane	1.74	9	0	1	1	0	3	4	3	1	0	1	0
18	**WY24**: private drive to Co Rd 54 / Lame Jones Co Rd	Rural 2-Lane	2.29	8	0	2	2	0	1	3	5	0	0	0	0
19	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive	Rural Gravel	1.64	8	0	2	0	0	6	0	8	0	0	0	0
20	**WY112**: just south of curve to local road just south of curve	Rural 2-Lane	1.99	8	0	1	2	2	1	2	6	0	0	0	0
21	**WY24**: SD border to Co Rd 264 / Hay Creek Rd	Rural 2-Lane	1.31	8	0	1	1	0	1	5	2	1	0	0	0
22	**US14**: Clayton Dr to local road	Rural 2-Lane	3.27	8	0	1	0	0	5	2	4	1	0	0	1
23	**US212**: just west of curve to just east of curve	Rural 2-Lane	1.85	8	0	0	2	0	4	2	2	2	0	0	1
24	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd	Rural Gravel	2.13	8	0	0	1	0	6	1	7	0	0	1	0
25	**WY24**: WY110 / Devil's Tower Rd to local road	Rural 2-Lane	2.01	8	0	0	1	0	3	4	3	1	0	0	0
26	**US14**: Thorn Divide Rd to Cabin Creek Rd	Rural 2-Lane	2.74	8	0	0	0	1	4	3	6	0	0	0	0

[w] Corridor segment crash frequency tables include wild animal hit crashes

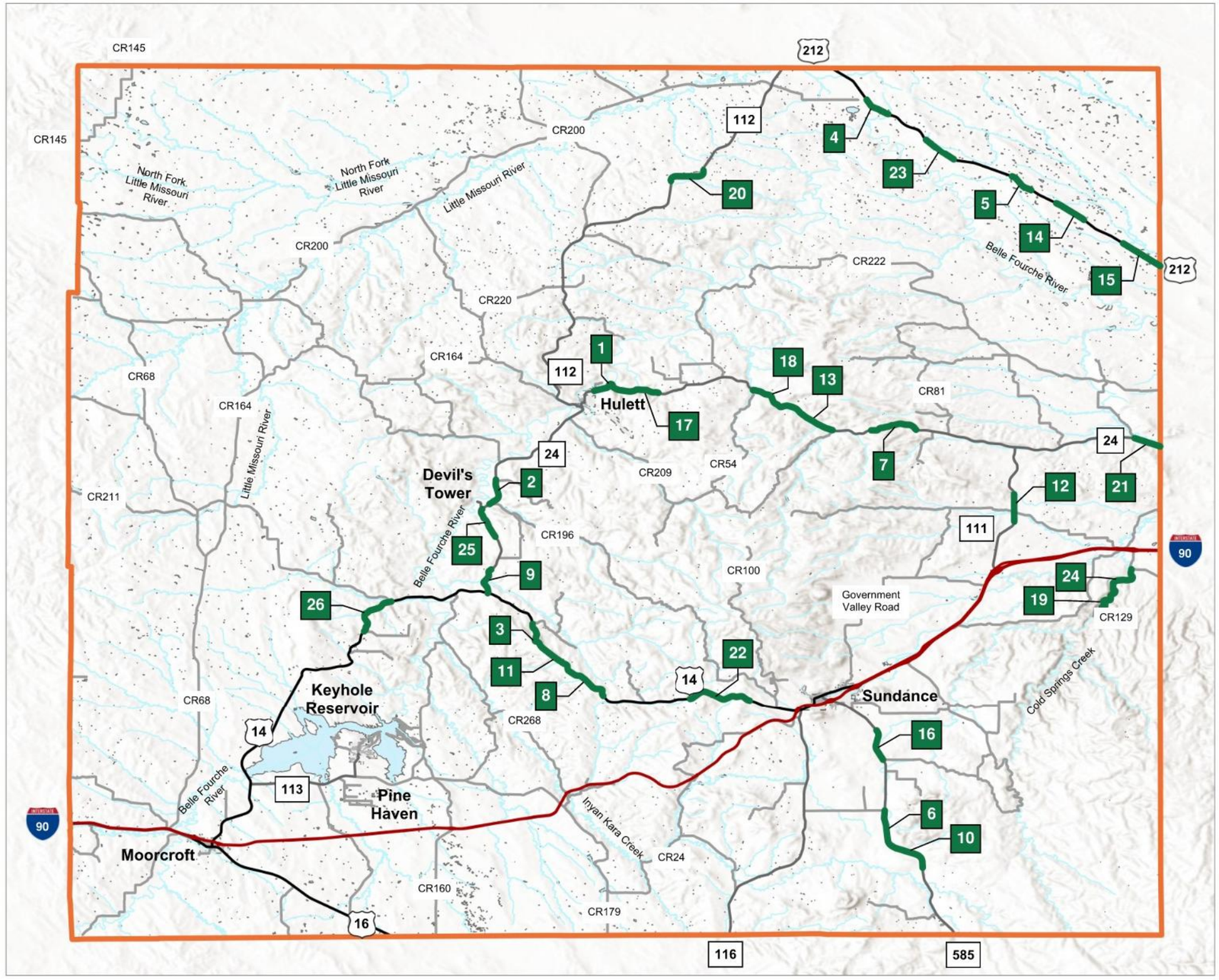
Table 7: Crook County Area Corridor Segment Crash Frequency Rankings (All Roads) – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Total Crashes[W]	Light Condition				Road Surface Condition				
					Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other
1	**WY24**: River Crossing Dr to Co Rd 261 / Forks Rd	Rural 2-Lane	1.75	20	13	5	0	2	18	2	0	0	0
2	**WY24**: Co Rd 203 / Shaw County Rd to Co Rd 196 / Lytle Creek Rd	Rural 2-Lane	1.77	20	9	10	0	1	19	0	0	1	0
3	**US14**: Garman Rd to Sunny Divide Rd	Rural 2-Lane	1.66	19	10	6	0	3	11	2	3	3	0
4	**US212**: Gully to Co Rd 200 / Little Missouri Rd	Rural 2-Lane	1.40	17	10	5	0	2	7	1	1	8	0
5	**US212**: Lone Tree Rd / Bentonite Haul Rd to just West of Curve	Rural 2-Lane	1.29	14	11	3	0	0	3	1	2	8	0
6	**WY585**: Co Rd 62 to Co Rd 49 / Banks Rd	Rural 2-Lane	2.28	14	4	5	1	4	12	0	0	2	0
7	**WY24**: private drive to private drive	Rural 2-Lane	2.35	13	9	4	0	0	13	0	0	0	0
8	**US14**: local road to local road	Rural 2-Lane	2.76	13	10	2	0	1	8	1	2	2	0
9	**WY24**: private drive to US14	Rural 2-Lane	1.70	13	6	6	0	1	7	3	0	1	2
10	**WY585**: Cold Spring Rd to Co Rd 62	Rural 2-Lane	2.34	13	6	4	0	3	10	1	0	2	0
11	**US14**: Sunny Divide Rd to local road	Rural 2-Lane	1.82	12	8	2	0	2	10	1	0	1	0
12	**WY111**: just north of curve to private drive just south of curve	Rural 2-Lane	1.83	11	5	4	0	2	10	0	1	0	0
13	**WY24**: Co Rd 204 / Warren Peak Rd to private drive	Rural 2-Lane	2.52	11	7	3	0	1	10	0	0	0	1
14	**US212**: Humboldt Creek Rd to Haul Rd	Rural 2-Lane	1.68	10	4	6	0	0	4	2	2	2	0
15	**US212**: SD Border to Chicago Creek	Rural 2-Lane	2.26	10	5	5	0	0	8	1	1	0	0
16	**WY585**: Co Rd 247 / Clark Rd to local road just north of curve	Rural 2-Lane	2.01	10	8	2	0	0	7	0	1	2	0
17	**WY24**: Lola Ln to River Crossing Dr	Rural 2-Lane	1.74	9	7	1	0	1	7	0	0	2	0
18	**WY24**: private drive to Co Rd 54 / Lame Jones Co Rd	Rural 2-Lane	2.29	8	5	2	0	1	6	0	1	1	0
19	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive	Rural Gravel	1.64	8	3	5	0	0	3	0	2	3	0
20	**WY112**: just south of curve to local road just south of curve	Rural 2-Lane	1.99	8	5	2	0	1	6	0	0	2	0
21	**WY24**: SD border to Co Rd 264 / Hay Creek Rd	Rural 2-Lane	1.31	8	5	3	0	0	7	0	0	1	0
22	**US14**: Clayton Dr to local road	Rural 2-Lane	3.27	8	6	2	0	0	4	2	1	1	0
23	**US212**: just west of curve to just east of curve	Rural 2-Lane	1.85	8	5	3	0	0	6	0	2	0	0
24	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd	Rural Gravel	2.13	8	3	3	0	1	3	1	1	0	3
25	**WY24**: WY110 / Devil's Tower Rd to local road	Rural 2-Lane	2.01	8	4	1	0	3	6	1	0	1	0
26	**US14**: Thorn Divide Rd to Cabin Creek Rd	Rural 2-Lane	2.74	8	8	0	0	0	5	0	0	2	1

BL: Business Loop

[W] Corridor segment crash frequency tables include wild animal hit crashes

Figure 17: Crook County Higher Crash Frequency Segments – All Roads (2017-2023)



Higher Crash Frequency Segments - All Roads (2017 - 2023)

- Segments
- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Rank	Corridor Segment
1	**WY24**: River Crossing Dr to Co Rd 261 / Forks Rd
2	**WY24**: Co Rd 203 / Shaw County Rd to Co Rd 196 / Lytle Creek Rd
3	**US14**: Garman Rd to Sunny Divide Rd
4	**US212**: Gully to Co Rd 200 / Little Missouri Rd
5	**US212**: Lone Tree Rd / Bentonite Haul Rd to just West of Curve
6	**WY585**: Co Rd 62 to Co Rd 49 / Banks Rd
7	**WY24**: private drive to private drive
8	**US14**: local road to local road
9	**WY24**: private drive to US14
10	**WY585**: Cold Spring Rd to Co Rd 62
11	**US14**: Sunny Divide Rd to local road
12	**WY111**: just north of curve to private drive just south of curve
13	**WY24**: Co Rd 204 / Warren Peak Rd to private drive
14	**US212**: Humboldt Creek Rd to Haul Rd
15	**US212**: SD Border to Chicago Creek
16	**WY585**: Co Rd 247 / Clark Rd to local road just north of curve
17	**WY24**: Lola Ln to River Crossing Dr
18	**WY24**: private drive to Co Rd 54 / Lame Jones Co Rd
19	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive
20	**WY112**: just south of curve to local road just south of curve
21	**WY24**: SD border to Co Rd 264 / Hay Creek Rd
22	**US14**: Clayton Dr to local road
23	**US212**: just west of curve to just east of curve
24	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd
25	**WY24**: WY110 / Devil's Tower Rd to local road
26	**US14**: Thorn Divide Rd to Cabin Creek Rd

0 5 Miles

Table 8: Crook County Area Corridor Segment Crash Frequency Rankings (County / Local Roads) – Injury Severity and Manner of Collision (January 2017 – December 2023) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Total Crashes[W]	Injury Severity						Manner of Collision				
					Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible	No Injury	Wild Animal	Single Vehicle	Rear-end	Head-on	Angle	Sideswipe
1	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive	Rural Gravel	1.64	8	0	2	0	0	6	0	8	0	0	0	0
2	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd	Rural Gravel	2.13	8	0	0	1	0	6	1	7	0	0	1	0
3	**Co Rd 12 / Bertha Rd**: WY51 to private drive	Rural Gravel	2.12	7	0	0	0	0	7	0	7	0	0	0	0
4	**N 2nd St**: E Main St to N West St / curve into Canyon Rd	Urban 2-lane	0.11	7	0	0	0	0	7	0	1	4	1	0	1
5	**Co Rd 129 / Sand Creek Rd**: Co Rd 195 / Homestake Rd to I-90 EB RTI @ Exit 205	Rural Gravel	1.21	6	0	0	2	1	2	1	4	0	0	1	0
6	**N Big Horn Ave**: US14 / W Converse St to W Weston St	Urban 2-lane w/ Parking	0.07	6	0	0	1	0	5	0	2	4	0	0	0
7	**Co Rd 93 / Old Sundance Rd**: local road to Co Rd 205 / Pine Ridge Rd	Rural 2-Lane	1.53	5	2	0	1	0	0	2	2	0	1	0	0
8	**Co Rd 142 / Lower Redwater Creek Rd**: US14 / I-90B / Cleveland St to private drive	Rural Gravel	1.34	5	0	0	0	1	3	0	4	0	0	1	0
9	**E Main St**: N 2nd St to N 3rd St	Urban 2-lane w/ Parking	0.07	5	0	0	0	0	4	0	0	2	0	2	1
10	**Co Rd 100 / Sundance - Warren Peak Rd**: Co Rd 266 / Miller Creek Rd to Co Rd 223 / Humphrey Rd / Commercial Rd	Rural 2-Lane	1.12	4	0	0	0	0	1	2	2	0	0	0	0
11	**Canyon Rd**: curve from N West St to Limestone Pit Rd	Rural 2-Lane	1.08	4	0	0	0	0	3	1	2	0	1	0	0
12	**Co Rd 87 / Robinson Rd**: US14 to private drive	Rural Gravel	0.75	3	0	0	1	0	1	0	2	0	0	0	0
13	**Co Rd 93 / Old Sundance Rd**: local road to Juniper Hills Rd	Rural 2-Lane	0.68	3	0	0	0	0	2	1	1	0	0	0	0
14	**Co Rd 160 / Wagner Rd**: business drive to private drive	Rural Gravel	1.30	3	0	0	0	1	2	0	2	0	0	0	0
15	**Co Rd 222 / Mona Rd**: private drive to Co Rd 262 / Reel Rd	Rural Gravel	1.75	3	0	0	0	1	2	0	0	0	0	1	0
16	**Co Rd 68 / D Rd**: local road to Miller Creek Rd	Rural Gravel	1.94	3	0	0	0	0	2	0	2	0	0	0	0
17	**Co Rd 164 / Co Rd 105**: WY112 to just before curvilinear section	Rural Gravel	1.56	3	1	0	1	0	1	0	3	0	0	0	0
18	**Co Rd 164 / Co Rd 105**: just before curvilinear section to just after curvilinear section	Rural Gravel	1.48	3	0	0	0	0	3	0	2	0	1	0	0
19	**N 3rd St**: US14 / E Cleveland St to E Main St	Urban 2-lane w/ Parking	0.08	3	0	0	0	0	3	0	0	2	0	1	0
20	**Country Ln**: US16 to Lucian Ln	Urban 2-lane	0.51	3	0	0	1	0	2	0	2	0	0	1	0
21	**Hays Blvd**: Co Rd 210 / Pine Haven Rd to S Whitetail Dr	Urban 2-lane w/ Shared Use Path	0.43	3	0	1	0	0	2	0	1	2	0	0	0

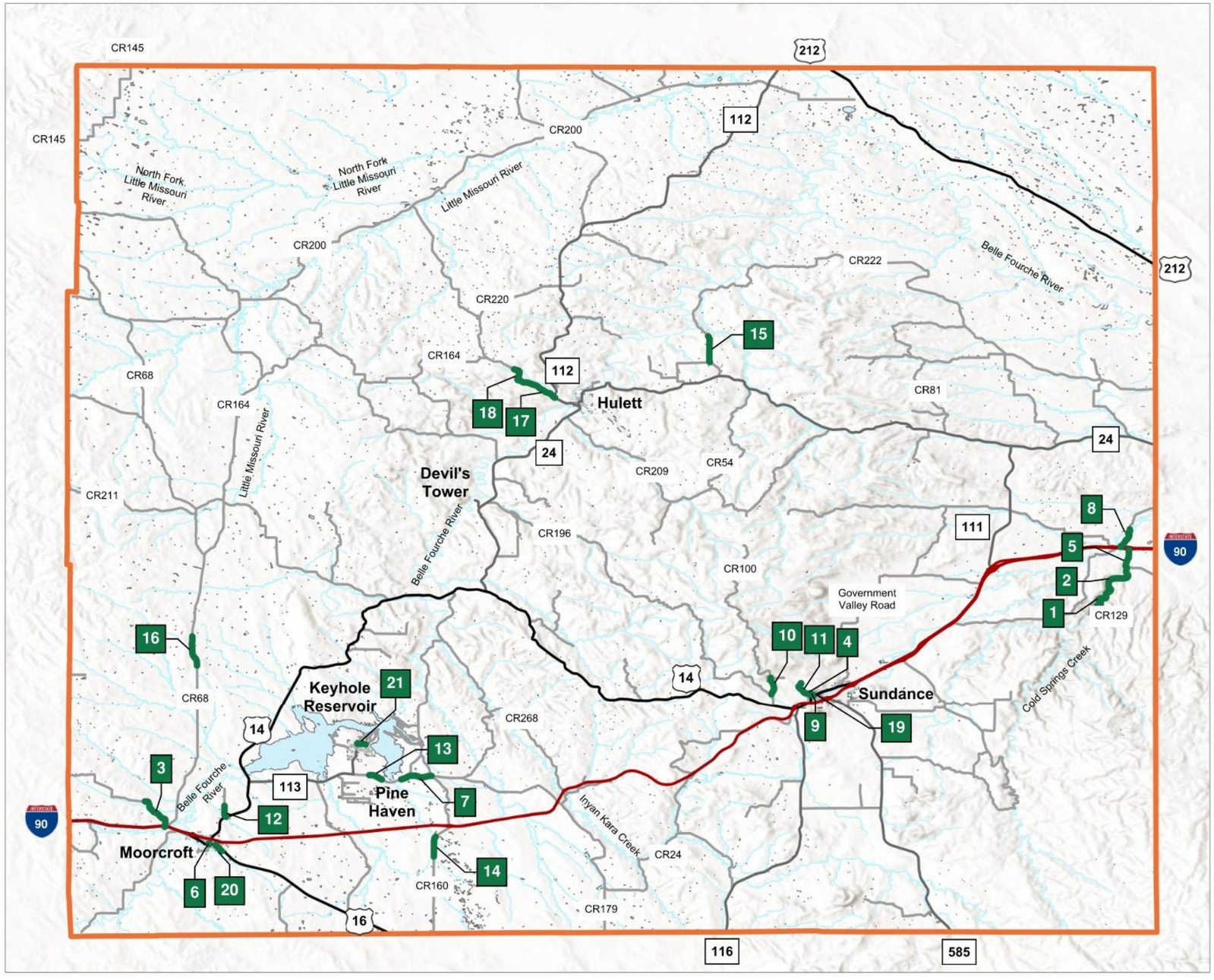
[W] Corridor segment crash frequency tables include wild animal hit crashes

Table 9: Crook County Area Corridor Segment Crash Frequency Rankings (County / Local Roads) – Light and Road Surface Conditions (January 2017 – December 2023) [All Crashes]

Rank	Corridor Segment	Facility Type	Miles	Total Crashes[W]	Light Condition				Road Surface Condition				
					Daylight	Dark – Not Lighted	Dark - Lighted	Dawn/ Dusk	Dry	Wet	Snow	Slush / Ice / Frost	Other
1	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive	Rural Gravel	1.64	8	3	5	0	0	3	0	2	3	0
2	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd	Rural Gravel	2.13	8	3	3	0	1	3	1	1	0	3
3	**Co Rd 12 / Bertha Rd**: WY51 to private drive	Rural Gravel	2.12	7	6	1	0	0	1	0	3	2	1
4	**N 2nd St**: E Main St to N West St / curve into Canyon Rd	Urban 2-lane	0.11	7	6	1	0	0	5	0	2	0	0
5	**Co Rd 129 / Sand Creek Rd**: Co Rd 195 / Homestake Rd to I-90 EB RTI @ Exit 205	Rural Gravel	1.21	6	1	4	0	1	2	0	0	3	1
6	**N Big Horn Ave**: US14 / W Converse St to W Weston St	Urban 2-lane w/ Parking	0.07	6	5	1	0	0	6	0	0	0	0
7	**Co Rd 93 / Old Sundance Rd**: local road to Co Rd 205 / Pine Ridge Rd	Rural 2-Lane	1.53	5	3	2	0	0	5	0	0	0	0
8	**Co Rd 142 / Lower Redwater Creek Rd**: US14 / I-90B / Cleveland St to private drive	Rural Gravel	1.34	5	1	4	0	0	5	0	0	0	0
9	**E Main St**: N 2nd St to N 3rd St	Urban 2-lane w/ Parking	0.07	5	4	0	1	0	3	0	1	0	1
10	**Co Rd 100 / Sundance - Warren Peak Rd**: Co Rd 266 / Miller Creek Rd to Co Rd 223 / Humphrey Rd / Commercial Rd	Rural 2-Lane	1.12	4	1	3	0	0	1	0	2	1	0
11	**Canyon Rd**: curve from N West St to Limestone Pit Rd	Rural 2-Lane	1.08	4	2	2	0	0	2	0	0	2	0
12	**Co Rd 87 / Robinson Rd**: US14 to private drive	Rural Gravel	0.75	3	1	2	0	0	2	0	1	0	0
13	**Co Rd 93 / Old Sundance Rd**: local road to Juniper Hills Rd	Rural 2-Lane	0.68	3	2	1	0	0	2	0	0	0	1
14	**Co Rd 160 / Wagner Rd**: business drive to private drive	Rural Gravel	1.30	3	1	2	0	0	1	0	0	1	1
15	**Co Rd 222 / Mona Rd**: private drive to Co Rd 262 / Reel Rd	Rural Gravel	1.75	3	2	1	0	0	2	0	1	0	0
16	**Co Rd 68 / D Rd**: local road to Miller Creek Rd	Rural Gravel	1.94	3	2	1	0	0	2	1	0	0	0
17	**Co Rd 164 / Co Rd 105**: WY112 to just before curvilinear section	Rural Gravel	1.56	3	2	0	1	0	2	0	1	0	0
18	**Co Rd 164 / Co Rd 105**: just before curvilinear section to just after curvilinear section	Rural Gravel	1.48	3	2	1	0	0	0	0	3	0	0
19	**N 3rd St**: US14 / E Cleveland St to E Main St	Urban 2-lane w/ Parking	0.08	3	2	0	1	0	3	0	0	0	0
20	**Country Ln**: US16 to Lucian Ln	Urban 2-lane	0.51	3	3	0	0	0	0	0	2	1	0
21	**Hays Blvd**: Co Rd 210 / Pine Haven Rd to S Whitetail Dr	Urban 2-lane w/ Shared Use Path	0.43	3	2	0	1	0	3	0	0	0	0

[W] Corridor segment crash frequency tables include wild animal hit crashes

Figure 18: Crook County Higher Crash Frequency Segments – County Roads (2017-2023)



Higher Crash Frequency Segments - County Roads (2017 - 2023)

- Segments
- Study Area
- City Limits
- Interstate
- US Highways
- State Highways
- County Roads
- City Roads

Rank	Corridor Segment
1	**Co Rd 129 / Sand Creek Rd**: start of curve to private drive
2	**Co Rd 129 / Sand Creek Rd**: private drive to Co Rd 195 / Homestake Rd
3	**Co Rd 12 / Bertha Rd**: WY51 to private drive
4	**N 2nd St**: E Main St to N West St / curve into Canyon Rd
5	**Co Rd 129 / Sand Creek Rd**: Co Rd 195 / Homestake Rd to I-90 EB RTI @ Exit 205
6	**N Big Horn Ave**: US14 / W Converse St to W Weston St
7	**Co Rd 93 / Old Sundance Rd**: local road to Co Rd 205 / Pine Ridge Rd
8	**Co Rd 142 / Lower Redwater Creek Rd**: US14 / I-90B / Cleveland St to private drive
9	**E Main St**: N 2nd St to N 3rd St
10	**Co Rd 100 / Sundance - Warren Peak Rd**: Co Rd 266 / Miller Creek Rd to Co Rd 223 / Humphrey Rd / Commercial Rd
11	**Canyon Rd**: curve from N West St to Limestone Pit Rd
12	**Co Rd 87 / Robinson Rd**: US14 to private drive
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16	**Co Rd 68 / D Rd**: local road to Miller Creek Rd
17	**Co Rd 164 / Co Rd 105**: WY112 to just before curvilinear section
18	**Co Rd 164 / Co Rd 105**: just before curvilinear section to just after curvilinear section
19	**N 3rd St**: US14 / E Cleveland St to E Main St
20	**Country Ln**: US16 to Lucian Ln
21	**Hays Blvd**: Co Rd 210 / Pine Haven Rd to S Whitetail Dr

0 5 Miles

High Injury Network

Based on a compilation of the high-frequency injury crash intersections and corridor segments, the Crook County HINs, shown in **Figure 19** for all roads and **Figure 20** for county and local roads only, were developed. As discussed in the methodology section, HIN intersections and corridor segments are locations with crash frequencies higher than other area intersections and segments. These locations represent primary opportunities for safety improvement projects. HIN locations are prioritized through vehicle crash totals and severities. The HIN is the first step towards identifying high-risk and low-safety locations within the Crook County SS4A CSAP roadway network. Locations recognized in the HIN have historically displayed crashes at a more frequent rate and carry the increased potential for further accidents and injuries to occur. HIN prioritization for intersections was made with the following tier system:

HIN Prioritization Tier System - Intersections:

- **Tier 1 (High Priority):** Exhibits an injury crash frequency at a Crook County intersection which exceeds **≥ 3** injury crashes
- **Tier 2 (Medium Priority):** Exhibits an injury crash frequency at a Crook County intersection which exceeds **≥ 2** injury crashes
- **Tier 3 (Low Priority):** Exhibits an injury crash frequency at a Crook County intersection which exceeds **≥ 1** injury crash

HIN prioritization for segments across all roads was made with the following tier system:

HIN Prioritization Tier System – Segments (all roads):

- **Tier 1 (High Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 7** injury crashes
- **Tier 2 (Medium Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 5** injury crashes
- **Tier 3 (Low Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 3** injury crashes

HIN prioritization for segments across county and local roads was made with the following tier system:

HIN Prioritization Tier System – Segments (county and local roads):

- **Tier 1 (High Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 3** injury crashes
- **Tier 2 (Medium Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 2** injury crashes
- **Tier 3 (Low Priority):** Exhibits an injury crash frequency along a Crook County corridor segment which exceeds **≥ 1** injury crashes

Figure 19: Crook County High Injury Network – All Roads

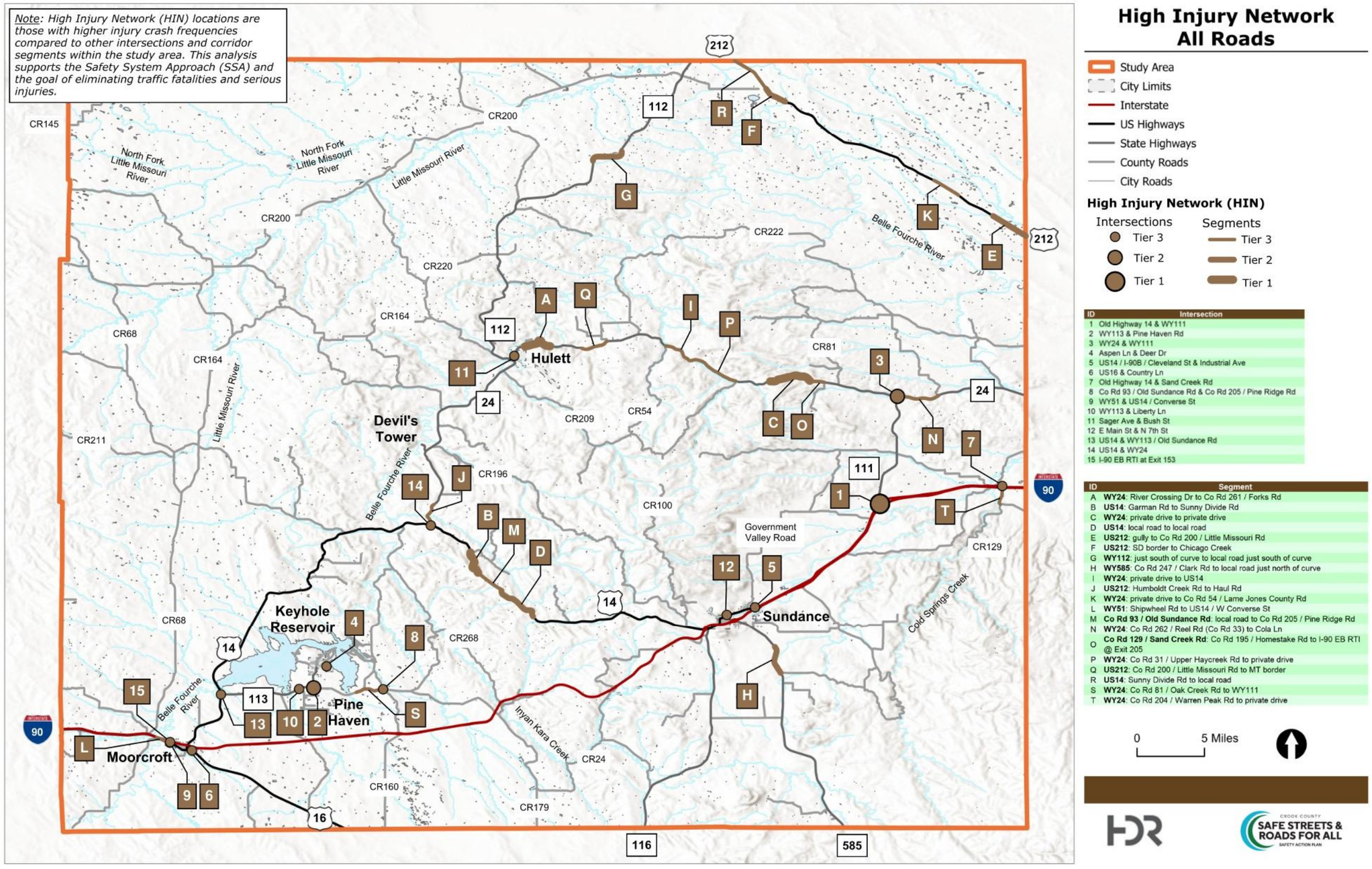
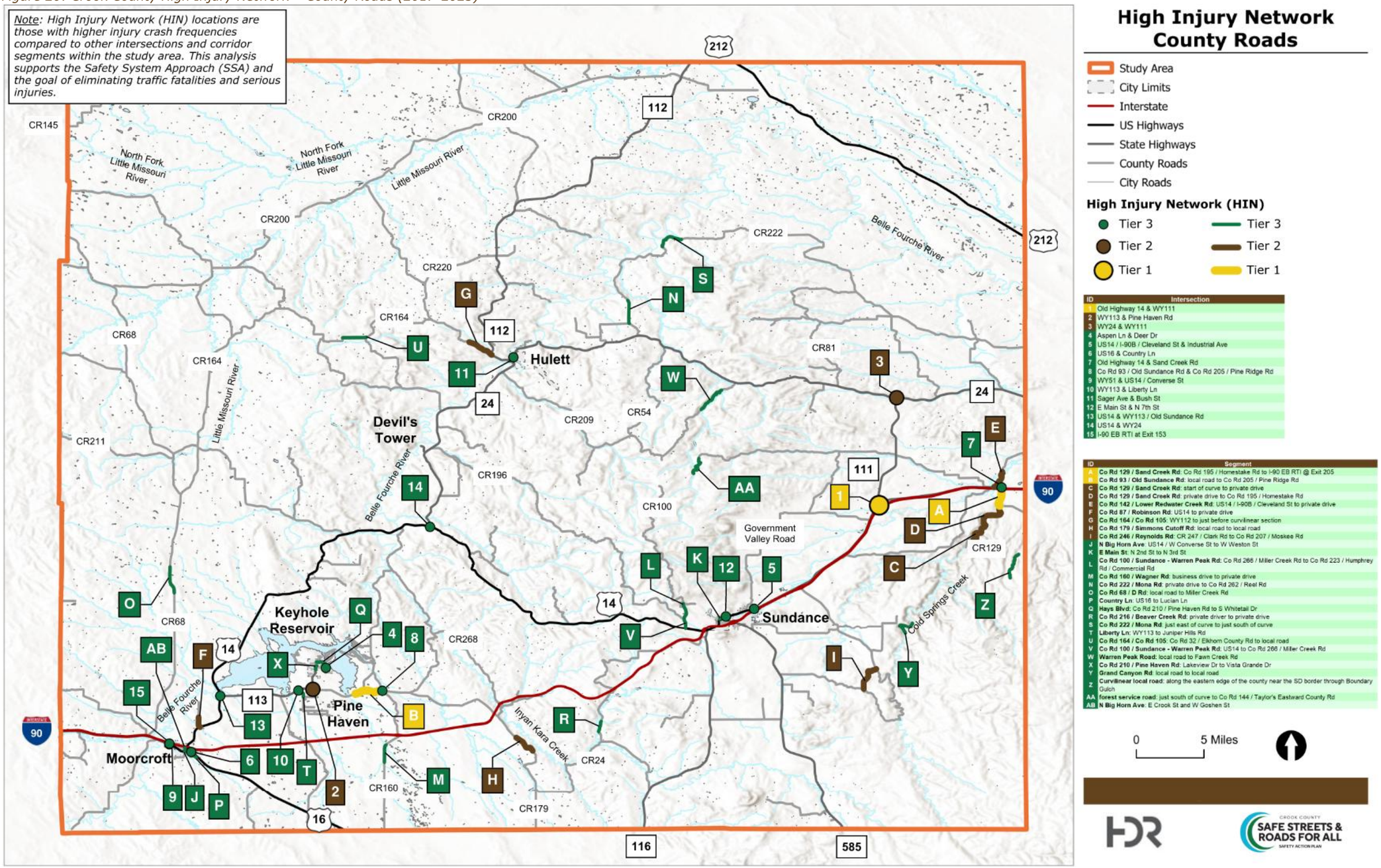


Figure 20: Crook County High Injury Network – County Roads (2017-2023)



5.2. Systemic Safety Analysis

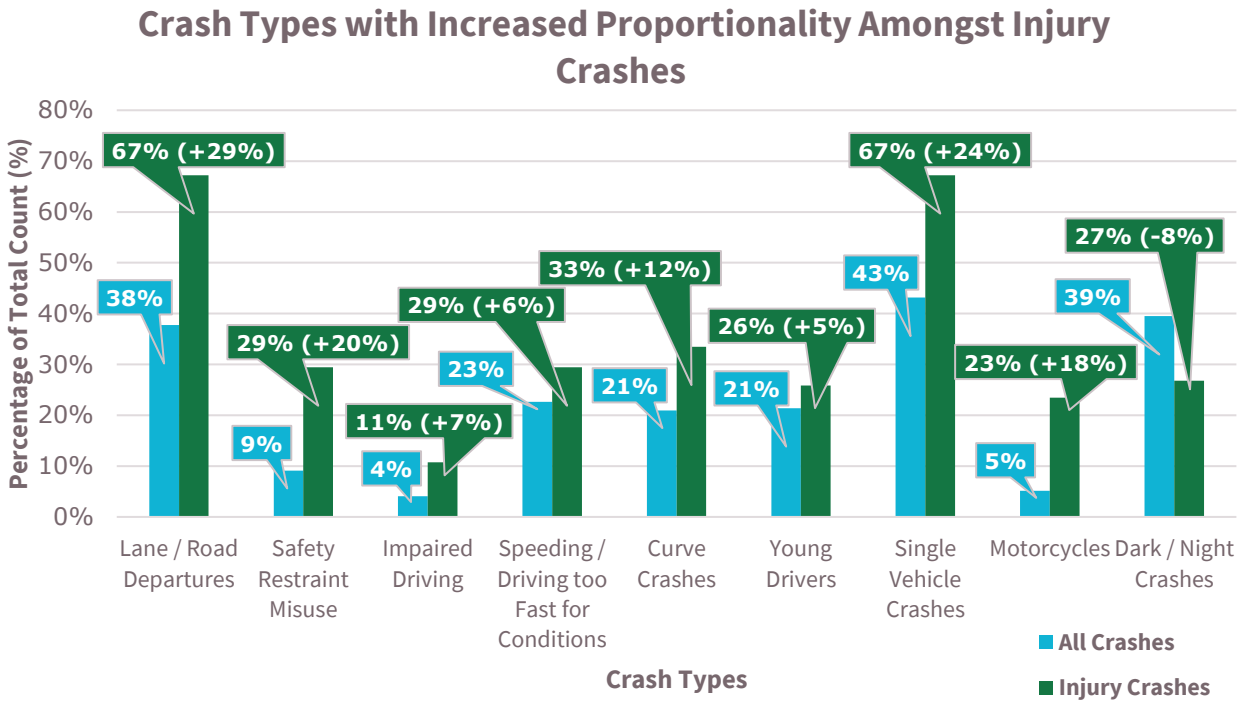
In addition to the crash history review, a systemic safety analysis was conducted to determine notable crash characteristics that may present systemic safety risks for the Crook County roadway network. Those systemic crash characteristics were utilized for a network screening analysis to determine at which intersections and corridor segments these crash types were occurring and if select locations had multiple observances of these notable crash characteristics. Locations with multiple safety risk characteristics were compiled and identified in the Systemic Risk Network (SRN) in order to recommend and further prioritize Crook County intersections and corridor segments for proactive safety improvement projects.

Systemic Safety Analysis Methodology

To determine frequently observed crash characteristics and potentially present safety risks, Crook County intersections and corridor segments were screened for notable crash types, referred to here as SRN crash types. The SRN crash types screened for include: 1) increased accumulation of crash totals over the study period, 2) severe injuries or a VRU, 3) key safety emphasis areas for statewide planning efforts such as the 2022 Wyoming SHSP, or 4) crash types deemed significant due to an overrepresentation in the injury crash dataset compared to total crashes.

While the first 3 SRN crash type categories are relatively straightforward, the injury crash and total crash characteristic comparison required additional analysis. This analysis involved comparing the various crash characteristics, shown previously in **Figure 7** through **Figure 12** and identifying which characteristics significantly increased from a proportionality standpoint when considering injury crashes only (three percent or greater). Significant increases for this review were deemed as greater than or equal to 4%. Based on this analysis, 7 crash types were observed to have increased proportionality amongst injury crashes compared to total crashes which are depicted in **Figure 21**.

Figure 21: Crash Types with Increased Proportionality Amongst Injury Crashes



The eight categories with greater prevalence among injury crashes were:

- Lane / Road Departure Crashes
- Safety Restraint Misuse
- Impaired Driving
- Speeding / Driving Too Fast for Conditions
- Curve Crashes
- Young Drivers
- Single Vehicle Crashes
- Motorcycles

Overall, the following crash types were identified for the SRN screening process and are listed in **Table 10** for all roads and **Table 11** for county and local roads only. Each SRN crash type also includes a crash threshold, requiring select number of frequencies of the SRN crash type for an intersection or corridor segment to be highlighted. These thresholds ranged from greater than or equal to one through three and were established based on the injury status or vulnerability of the SRN crash type and overall SRN crash type frequency pool.

Table 10: Systemic Risk Network Crash Types and Thresholds (All Roads)

SRN Systemic Crash Types	Crash Threshold	
	Intersection	Segment
Total Crashes and Injuries		
Total Crashes	≥2	≥10
Fatal and Serious Injury Crashes (KA)	≥1	≥2
Injury Crashes (KABC)	≥1	≥3
Density	NA	≥1.00
2022 Wyoming Strategic Highway Safety Plan (SHSP) Emphasis Areas		
Lane or Road Departure Crashes	NA	≥4
Safety Restrain Misuse	≥1	≥2
Impaired Driving	≥1	≥1
Speeding or Driving Too Fast for Conditions	≥1	≥3
Curve Crashes	NA	≥3
Young Drivers	≥1	≥2
2022 Wyoming Strategic Highway Safety Plan (SHSP) Focus Areas		
Intersections	inherent	NA
Vulnerable Road Users (VRU) (Bike / Ped)	≥1	≥1
Distracted Driving	≥1	≥1
Icy / Snowy Roads	≥1	≥2
Heavy Trucks	≥1	≥1
Motorcycles	≥1	≥1
Older Drivers	≥1	≥2
Wildlife	NA	≥4
Work Zone Safety	≥1	≥1
Additional Topics of Interest		
Single Vehicle Crashes	≥1	≥4
Dark / Night Crashes	≥1	≥4
School Bus Crashes	NA	≥1

Table 11: Systemic Risk Network Crash Types and Thresholds (County / Local Roads)

SRN Systemic Crash Types	Crash Threshold	
	Intersection	Segment
Total Crashes and Injuries		
Total Crashes	≥2	≥4
Fatal and Serious Injury Crashes (KA)	≥1	≥1
Injury Crashes (KABC)	≥1	≥2
Density	NA	≥1.00
2022 Wyoming Strategic Highway Safety Plan (SHSP) Emphasis Areas		
Lane or Road Departure Crashes	NA	≥3
Safety Restrain Misuse	≥1	≥1
Impaired Driving	≥1	≥1
Speeding or Driving Too Fast for Conditions	≥1	≥2
Curve Crashes	NA	≥2
Young Drivers	≥1	≥1
2022 Wyoming Strategic Highway Safety Plan (SHSP) Focus Areas		
Intersections	inherent	NA
Vulnerable Road Users (VRU) (Bike / Ped)	≥1	≥1
Distracted Driving	≥1	≥1
Icy / Snowy Roads	≥1	≥2
Heavy Trucks	≥1	≥1
Motorcycles	≥1	≥1
Older Drivers	≥1	≥2
Wildlife	NA	≥1
Work Zone Safety	≥1	≥1
Additional Topics of Interest		
Single Vehicle Crashes	≥1	≥2
Dark / Night Crashes	≥1	≥2
School Bus Crashes	NA	NA

Systemic Risk Network

Based on a compilation of each individual SRN crash type, intersection and corridor segments with multiple SRN crash types were mapped to form the Crook County SRN, shown in **Figure 22** for all roads and **Figure 23** for county and local roads only. These locations are prioritized and emphasized based on the number of multiple SRN types that occurred at each intersection or corridor segment. Intersections and corridor segments highlighted in this network, particularly those with greater overlap of multiple SRN crash types, represent opportunities for potential systemic safety improvements projects including various traffic calming strategies.

5.3. Equity Considerations

Rural communities often experience unique transportation equity challenges, including long response times for emergency services, limited multimodal options, higher rates of severe-injury crashes, and corridors with aging or minimal infrastructure. Crook County was reviewed for areas of persistent poverty as defined below by the US Department of Transportation.

An “Area of Persistent Poverty” is defined by the Bipartisan Infrastructure Law. A project is located in an Area of Persistent Poverty if:

1. the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent (2022) Small Area Income Poverty Estimates; OR
2. the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR
3. the project is located in any territory or possession of the United States.

No census tracts within the County are designated as Areas of Persistent Poverty.

Figure 22: Crook County Systemic Risk Network – All Roads

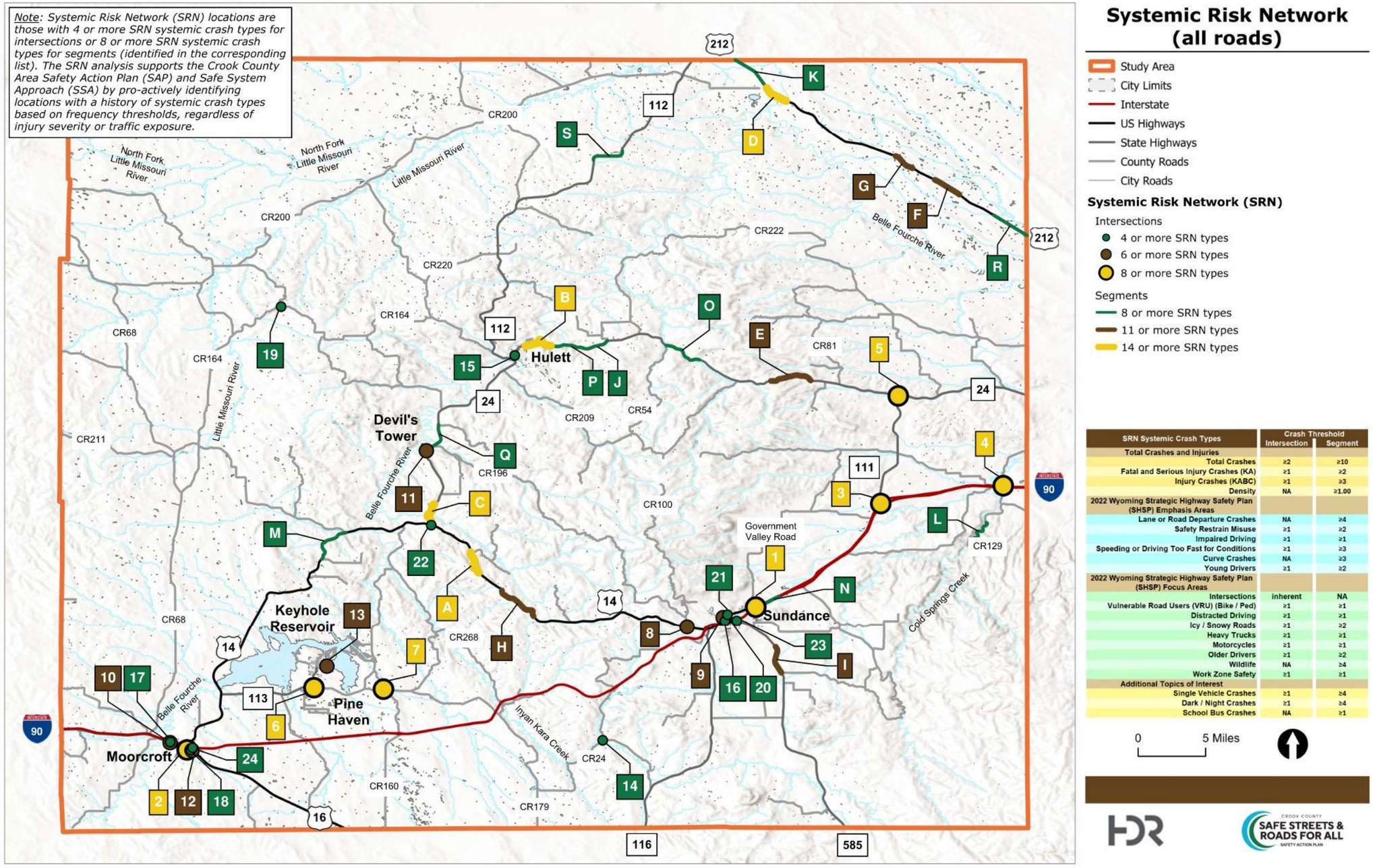
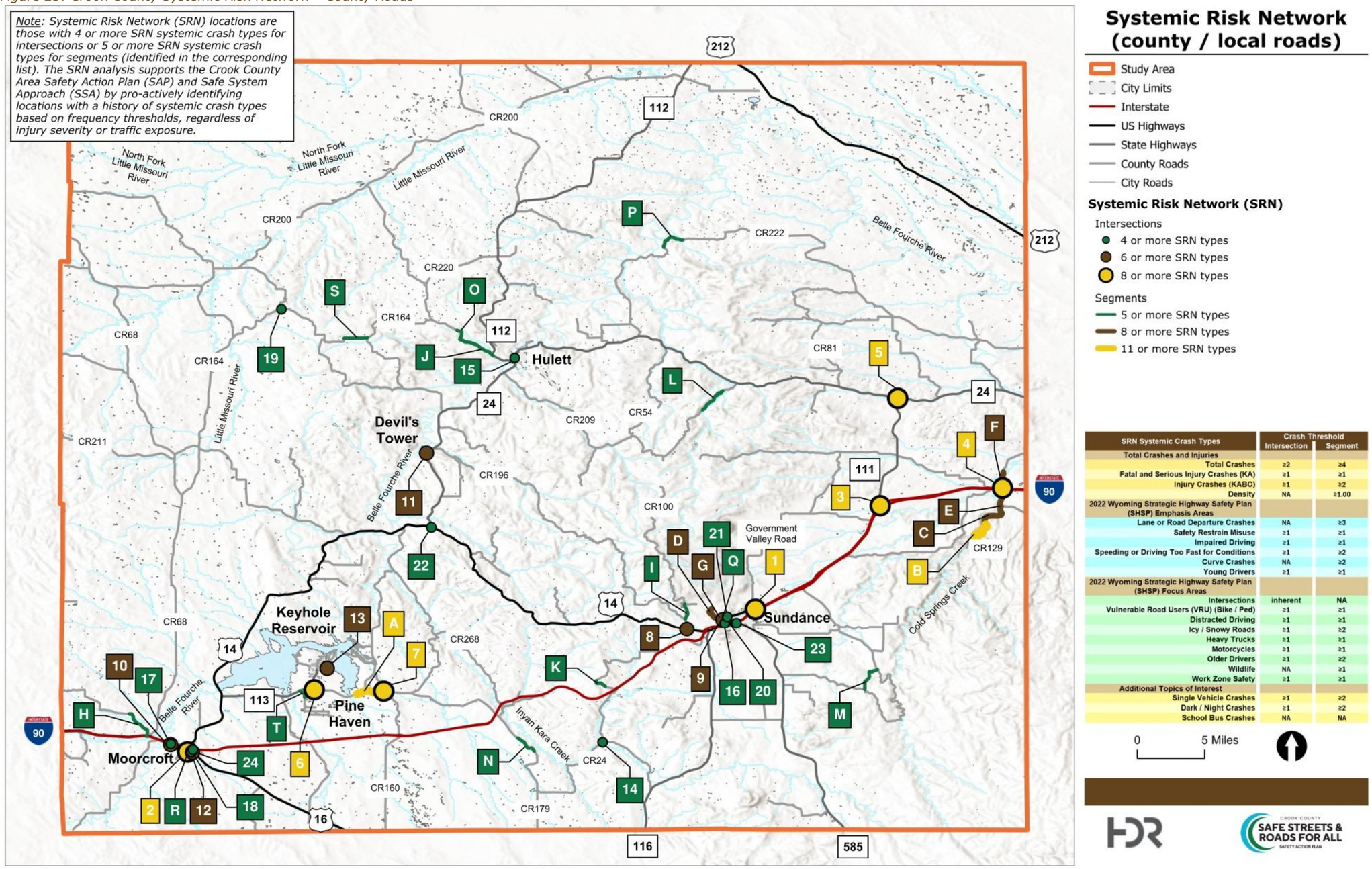


Figure 23: Crook County Systemic Risk Network – County Roads



6. Engagement and Collaboration

Engagement and collaboration efforts conducted as a part of the Crook County CSAP were aimed at assuring stakeholder and public awareness of the CSAP, allowing stakeholders and the public to provide input on the project, and explaining the planning process.

The public involvement strategies utilized were structured to support the CSAP's safety messaging and help raise awareness that many fatal crashes are not directly caused by road conditions but can often involve factors like heart attacks or alcohol use.

Public input on these issues can support future grant opportunities to fund emergency responders, develop public health programs focused on behavior change, and enhance infrastructure through capital construction and equipment purchases.

Crook County's transportation planning efforts must incorporate input and concerns from all affected public users. The primary goal of the CSAP's engagement and collaboration efforts was to support the CSAP by engaging the public in road safety efforts and inspiring action to prevent fatalities and serious injuries.

6.1. Outreach and Engagement Strategies

A range of outreach and engagement strategies were used to solicit public feedback on the CSAP throughout the Plan's development. These strategies included:

Study Advisory Team Meetings 	Meetings held at key CSAP milestones for the purpose of providing project updates and soliciting feedback on CSAP elements.
Pop-Up Events 	Smaller, short-term events hosted to raise awareness of the CSAP and learn about the community's experiences and concerns about safety for all modes of transportation within Crook County.

Public and Stakeholder Meeting 	Public meeting hosted to present the study methods, findings, and recommendations of the CSAP; review of the draft CSAP; allow community members and stakeholders to provide feedback; and engage with those designing and implementing the proposed changes.
Project Website 	Online resource that was developed with the purpose of ensuring the public has access to constant, timely, and accurate information regarding the CSAP. It also provided the public with a space to submit comments, ask questions, and virtually give input at any time, including outside of meeting dates.

6.2. What We Heard – Public Input Received During CSAP Engagement Events

Pop-Up Events

A series of pop-events were held throughout the initial phase of the CSAP process to introduce the Crook County CSAP to the community. These events provided an opportunity to learn about the community's experiences and concerns about safety for all modes of transportation within Crook County. These insights aided in the identification of areas of concern and key issues that the community feels need to be addressed through the CSAP.

Table 12 provides an overview of the events that were the sites of CSAP pop-up booths while **Appendix C** provides additional detail on each pop-up event and a summary of the public input received during each event.

Table 12: Crook County CSAP Pop-Up Public Engagement Events

Event	Event Details
Bulldog Invitational Track Meet	Held at Sundance Secondary School on May 9, 2025, featuring varsity teams from across the region and a full slate of 18 events.
Moorcroft Safety Day	Held in Moorcroft, Wyoming, by the local Chamber of Commerce on Saturday, June 7, 2025. The event featured a series of booths from local businesses and safety-focused agencies.
78th Annual Hulett Rodeo	Held at the 78th Annual Hulett Rodeo on June 14, 2025. The event was sponsored by the Hulett Recreation Board and the Hulett Chamber of Commerce.
Sundance Summer Nights	Live music event series held in Sundance, Wyoming during the summer of 2025. The three event dates were Saturday, June 21; Saturday, July 19; and Saturday, August 16. Each event featured live music, recreational activities, and community competitions. The July 19 event was selected for engagement efforts, as it had a safety-focused theme and included participation from local first responders
Public Safety Night & Movies in the Park	Held every Thursday evening during the summer in Sundance Square, located in the city of Sundance. The series ran from June 12 through August 14, 2025. The Thursday, August 14 event was selected for CSAP outreach efforts because it featured a special “Public Safety Night” theme.
Pine Haven Days	Occurs annually in Pine Haven, Wyoming, and was held this year on August 30 and 31. The Sunday, August 31, 2025, event was selected for CSAP engagement.

The pop-up events offered opportunities for the public to provide feedback on perceived safety issues through two activities:

- **"How Safe Do You Feel" Sticker Dot Activity**: Attendees were invited to place stickers indicating how safe they feel using four different modes of transportation.
- **"What Issues Would You Invest In?" Marble Voting Activity**: Attendees were invited to drop marbles into jars to show which areas they believe Crook County should prioritize for safety investments.

Figure 24 and **Figure 25** provide a summary of how attendees at the pop-events voted during the two activities detailed above.

Figure 24: Overall Results for the "How Safe Do You Feel" Sticker Dot Activity

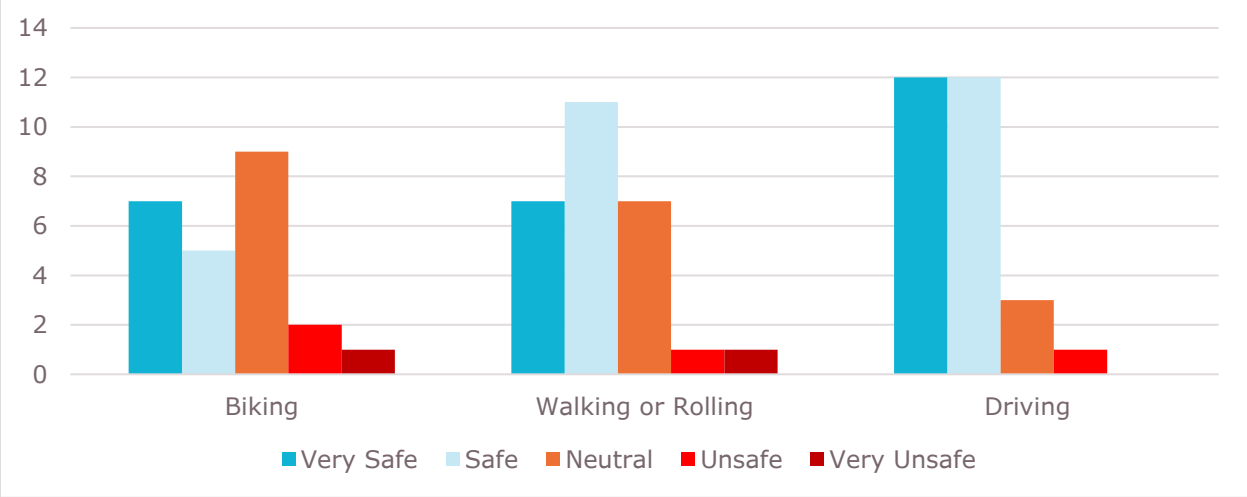
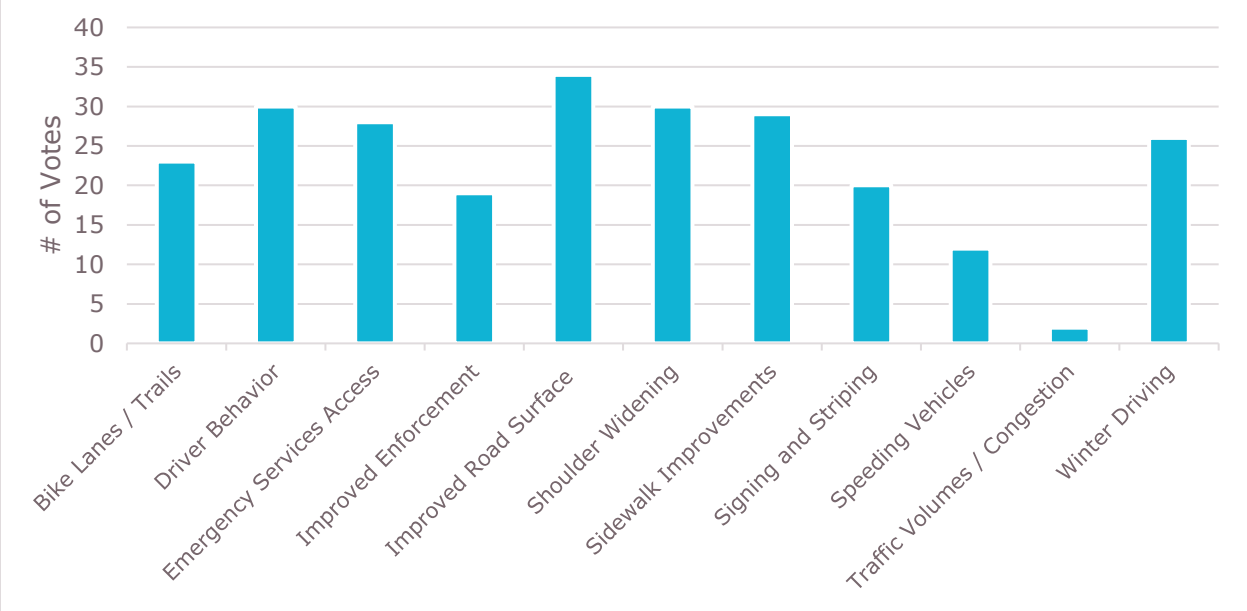


Figure 25: Overall Results for the "What Issues Would You Invest In?" Marble Voting Activity



Stakeholder Meetings

Stakeholder meetings were held in October 2025. Representatives from the following businesses or agencies provided feedback on current safety concerns related to their operations:

- Sundance Transportation Coordinator
- Moorcroft Transportation Coordinator
- Crook County Senior Services
- Strata Energy
- Powder River Energy

Feedback was used to help guide the safety strategies and project recommendations. A summary of notes taken during the stakeholder meetings is in **Appendix D**.

Public Meetings

Two public meetings were held in January 2026. The purpose of the meetings were to present the CSAP's study methods, findings, and recommendations, and offer an opportunity for the public to provide input for the draft Sundance SS4A Comprehensive Safety Action Plan.

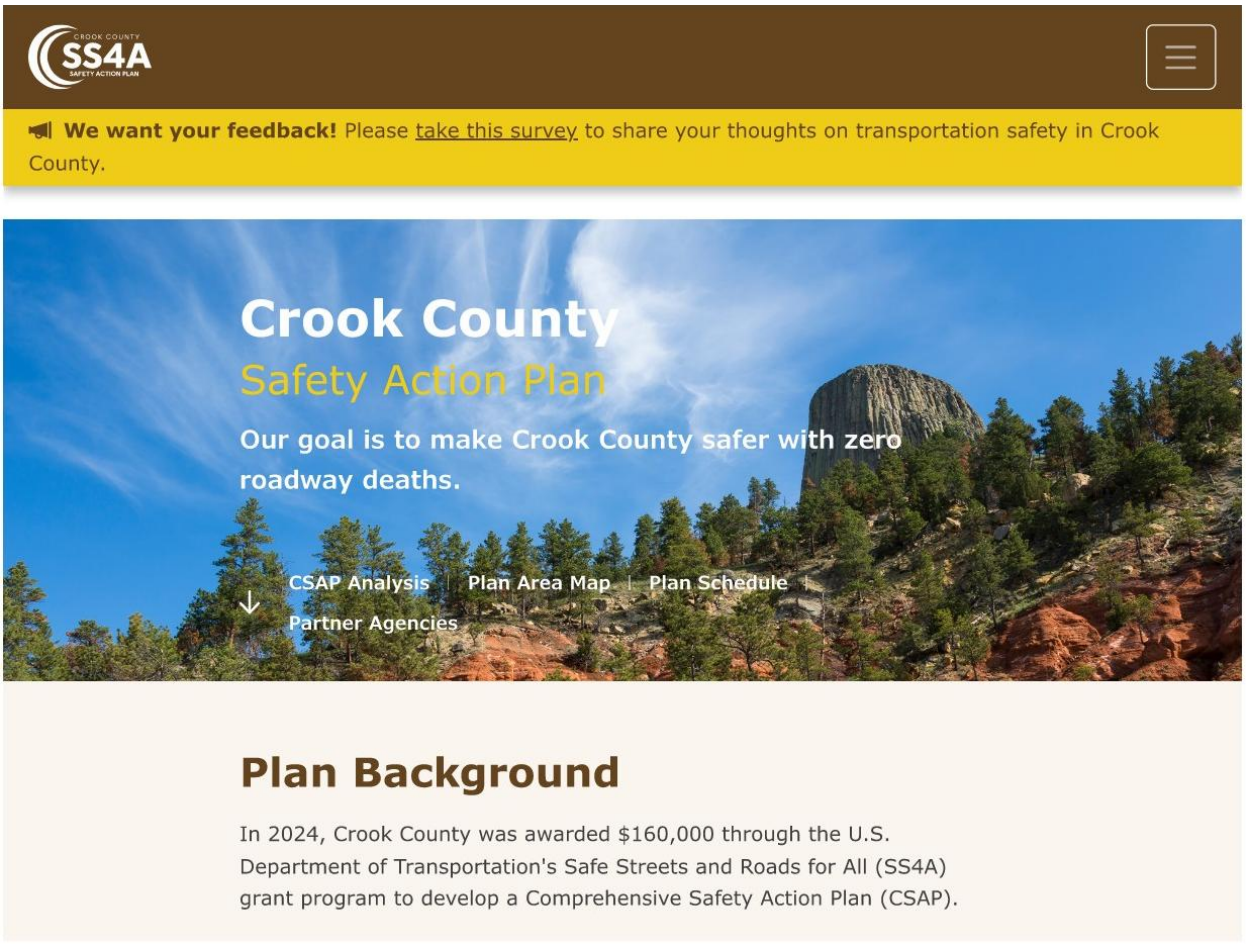
The first public meeting for Crook County SS4A was held at the Crook County Courthouse on Wednesday, January 28, 2026, from 5:30 – 7 p.m. MT.

The second public meeting for Crook County SS4A was held at the Crook County Courthouse on Thursday, January 29, 2026, from 5:30 – 7 p.m. MT.

12 members of the public attended the two meetings. Additional summary of the public meetings can be found in **Appendix C**.

Project Website

A project website was maintained through the duration of the CSAP's development to provide recurring updates on the project, provide notice of public engagement opportunities, and host a space for engagement outside of planned public engagement events.



7. Policy & Process Changes

The CSAP process affords Crook County an opportunity to review and standardize practices and policies that could be leveraged to improve safety on the County's roadway network. Throughout development of the CSAP, Crook County's current standards and policies were reviewed to identify how these could be revised to support safer transportation and move Crook County towards the reduction and elimination of fatal and serious injuries stemming from roadway crashes.

The policy and process changes identified as part of the CSAP are:

1. For future Crook County roadway projects, review crash data and possible safety strategies during project planning and design stages.

8. Strategy and Project Selections

A key outcome of Crook County's CSAP is the identification of a range of strategies for addressing the prevailing safety issues facing the County. To this end, a Vision Zero Toolkit is included as part of the discussion of the CSAP's Strategy and Project Selection approach. The Vision Zero Toolkit is a resource referencing industry sources, and summarizing critical information related to transportation countermeasures that have known safety benefits. The toolkit is organized into two categories of countermeasures:

1. Segment Countermeasures
2. Intersection Countermeasures

8.1. Safe Streets Toolkit

A comprehensive safety strategy must address both location-specific high-risk corridors and systemic conditions that contribute to preventable crashes across the roadway network. While major capital investments will be necessary to mitigate crash severity on the High Injury Network (HIN), systemic safety projects play a vital role in reducing risk exposure, modifying behavior, and enhancing roadway conditions across the county.

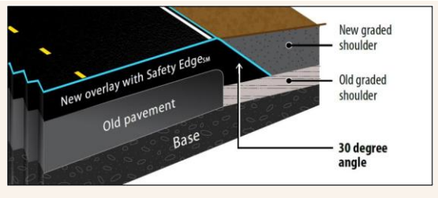
This dual-pronged approach aligns with the Safe System Approach, which emphasizes layered protection by recognizing that human error is inevitable and roadway design, speed, visibility, and predictability can reduce the consequences of those mistakes. Whether location-specific or systemic, effective safety planning focuses on continual monitoring and refinement – which is why one foundational approach is the development and use of a Safer Streets Toolkit before moving into how / where they toolkit is recommended for application.

The Safe Streets Toolkit includes a range of safety countermeasures proven to provide safety benefits. Implementing any number of the countermeasures listed would lead to a reduction in the number of crashes, including fatal and serious injury crashes. These strategies align with the Safe System Approach which recognizes that since "people make mistakes", the system must be proactive and include layers of redundancy. Therefore, these countermeasures can be used independently or in conjunction with each other depending on existing conditions and the needs of the community. The safety countermeasures comprising the Safer Streets Toolkit are described in **Table 13** on the following page. The toolkit itself is broken into sections for Segment countermeasures and for Intersection countermeasures for ease of future application.

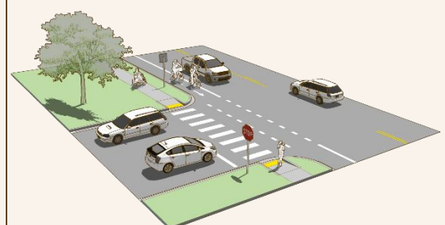
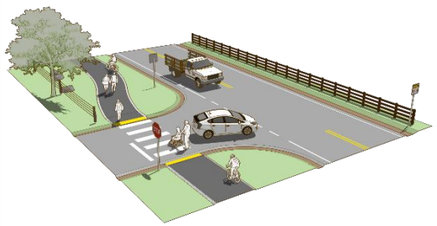
Table 13: Safer Streets Toolkit Outline

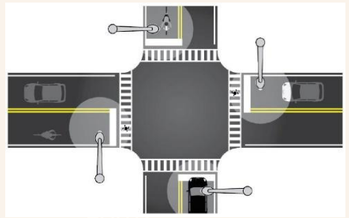
Toolkit Feature	Description
Countermeasure Name	Name of the countermeasure
Image	Visual depiction of the strategy
Description	Description of the countermeasure
Crash Types	Crash types addressed by the countermeasure: • Lane Departure: Fixed object, head-on, overturn, sideswipe, parked vehicle, single vehicle • Rear-end • Angle: Left-turn, right angle • Bike/Ped: Bicyclists and pedestrians
Crash Reduction Factor	Potential reduction in all crash severities and types owing to implementation of the countermeasure
Cost	The estimated cost for implementation of the countermeasure: • **$** = <$10k • **$$** = $10k – $100k • **$$$** = $100k - $1M • **$$$$** = $1M+
Traffic Considerations	• Factors that help determine whether a countermeasure may be a good fit for a potential location or project. Some examples include roadway geometry, traffic volume, and speed limits.
References	Links to industry resources and references that provide additional information on each countermeasure.

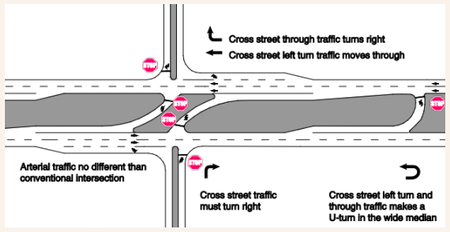
Segment Countermeasures

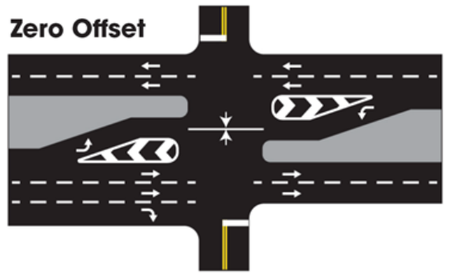
	Countermeasure	Image	Description	Crash Types	Crash Reduction Factor	Cost	Traffic Considerations	References
Roadway Departure	**Enhanced Delineation on Horizontal Curves**	 Source: FHWA	Enhanced Curve Delineation uses reflective chevrons and advance warning signs to significantly reduce curve crashes, especially at night and in rural areas. Advisory speed signage included where appropriate.	Road Departure	30%	$$	History of Roadway Departure or Nighttime Crashes	Enhanced Delineation for Horizontal Curves | FHWA
	Wider Edge Lines	 Source: FHWA	Increase pavement marking width to 6”. Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines.	Road Departure and Crossover	35%	$	Requires paved surface with enough width for installation	Wider Edge Lines | FHWA
	Edge line and Centerline Rumble Strips	 Source: FHWA	Rumble strips are milled elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.	Road Departure and Crossover	15-50%	$-$$	Requires paved surface with enough width for installation	Longitudinal Rumble Strips and Stripes on Two-Lane Roads | FHWA
Roadway Departure	**Safety Edge**	 Source: FHWA	SafetyEdge℠ technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This eliminates the potential for vertical	Road Departure	10-20%	$-$$		SafetyEdge℠ | FHWA

Segment Countermeasures							
Countermeasure	**Image**	**Description**	**Crash Types**	**Crash Reduction Factor**	**Cost**	**Traffic Considerations**	**References**
		drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.					
Roadside Design Improvements	 Source: FHWA	Remove objects from the clear zone, flatten slopes, pave shoulders, and install roadside barriers. Roadside design improvements can be implemented alone or in combination and are particularly recommended at horizontal curves.	Road Departure	10-20%	$-$$$	Most effective on horizontal curves	Roadside Design Improvements at Curves | FHWA
Shoulder Installation / Widening	 Source: PEDSAFE	Installing or widening shoulders provides space for disabled vehicles, maintenance, tire chair installation, and other safety activities. Also provides a space for pedestrians and bicyclists.	Road Departure	25%	$$$	Most effective when ADTs >1,000	Shoulders and Walkways

Segment Countermeasures								
	Countermeasure	**Image**	**Description**	**Crash Types**	**Crash Reduction Factor**	**Cost**	**Traffic Considerations**	**References**
Vulnerable Road User Facilities	**Sidewalks**	 Source: NACTO	Sidewalks improve pedestrian and cyclist safety by providing designated spaces separate from traffic, including ADA-compliant features.	Ped/Bike	90% (where sidewalks are missing)	$$-$$$		Walkways
	Bicycle Lanes	 Source: Rural Design Guide	Bicycle lanes make cycling safer and more comfortable by separating cyclists from traffic and pedestrian facilities using paint or physical barriers.	Ped/Bike	45%	$$	<6,000 AADT <35 MPH	Bicycle Lanes
	Shared-use Paths	 Source: Rural Design Guide	Shared-use paths (off-street trails) improve safety and accessibility for active transportation and recreation by separating users from traffic.	Ped/Bike	25%	$$-$$$	>20,000 AADT >45 MPH	Paths

Segment Countermeasures								
	Countermeasure	**Image**	**Description**	**Crash Types**	**Crash Reduction Factor**	**Cost**	**Traffic Considerations**	**References**
Other Countermeasures	**Roadway Lighting**	 Source: FHWA	Street lighting improves visibility, especially at intersections, crosswalks, and other high traffic areas, which reduces crashes and enhances pedestrian safety.	Bike/Ped Angle	20%	$$		Lighting
	Dynamic Speed Feedback Sign	 Source: Department of Transportation	Dynamic speed feedback signs display approaching drivers' speeds to make them aware of their current speed, with flashing numbers indicating speeding.	Speed	5%	$		Dynamic Speed Feedback Sign
	Bus Stop Improvements		Review and update bus stop locations at the beginning of each school year. Review locations for addition of bus turnouts.	VRU		$	Check for bus stop visibility at locations with horizontal and vertical curves	Planning Safer School Bus Stops and Routes | NHTSA

Intersection Countermeasures								
	Countermeasure	**Image**	**Description**	**Crash Types**	**Crash Reduction Factor**	**Cost**	**Traffic Considerations**	**References**
Intersection Control	Roundabouts	 **Source:** FHWA	Single-lane roundabouts reduce traffic speeds, eliminate dangerous angle crashes, and shorten crossing distances for pedestrians. Mini-roundabouts are smaller, single-lane versions of traditional roundabouts with traversable centers for larger vehicles without requiring additional right-of-way (ROW).	All	65%	$$-$$$$	<30,000 AADT <45,000 AADT <20,000 AADT	*Roundabouts*
	Reduced Conflict Intersections	 Source: *FHWA*	Reduced conflict intersections redesign left turns to reduce crashes and improve safety. Common types include restricted cross U-turns and median U-turns. Right-in, right-out and three-quarter intersections simplify traffic flow by restricting side-street movements, forcing right turns, and reducing crossing paths.	Bike/Ped Angle Rear-End	35%	$$$$	Minor street through traffic has to make a U-turn.	*Reduced Left-Turn Conflict Intersections*
	All-Way Stop-Control Conversion	 **Source: *FHWA***	All-way stop control converts either two-stops or unwarranted signals to four-way stops, reducing wait times and making intersections more predictable.	Bike/Ped Angle	50%	$	<12,000 ADT (each approach) <=2 thru-lanes (each approach)	*Stop–Controlled Intersections*

Intersection Countermeasures								
	Countermeasure	Image	Description	Crash Types	Crash Reduction Factor	Cost	Traffic Considerations	References
Intersection Enhancements	Systemic Stop-Control Modifications	 Source: ***FHWA***	Systemic stop-control modifications improve intersection visibility with advanced warning signs, retroreflective panels, enlarged signs, rumble strips, and cross-traffic warning signs.	Departure Angle Rear-End	40%	$$	History of Stop-sign Running or Nighttime Crashes	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
	Turn-Lane Additions	 Source: *FHWA*	Adding auxiliary lanes separates turning traffic, reducing crashes while improving visibility.	Angle Rear-End	45%	$$$	Visibility Concerns History of Left Turn-Related or Rear-End Crashes	*Dedicated Left- and Right-Turn Lanes at Intersections*

8.2. Project and Program Prioritization

A list of proposed projects based on the segments and intersections identified in the safety analysis along with public and SAT feedback can be found in **Appendix E**.

9. Progress and Transparency

Crook County's CSAP discusses the existing safety issues facing multimodal transportation within the County and provides a roadmap for addressing these issues while supporting the progress towards the goal of eliminating all roadway fatalities and serious injuries by 2050.

While the CSAP provides the roadmap guiding Crook County towards it's safety vision and goals, the process doesn't end here. Achieving this vision and goals will be grounded in the continued measuring and tracking of progress made towards them. It is recommended that Crook County continually monitor progress made towards the recommendations of this CSAP through consideration of the following activities:

1. Publication of the CSAP on Crook County's website
2. Track progress of implementing the CSAP recommendations through monitoring safety and project-level performance measures (**Table 14** and **Table 15**)
3. Revisit and update the CSAP regularly, at a minimum of every five years
4. Update the CSAP as policies are modified and conditions change
5. Incorporate policy and design guidance recommendations into local policies and procedures

Table 14: Crook County CSAP Safety Performance Measures

Performance Measure	Description	Target
Annual Number of Traffic Fatalities	Total number of crashes resulting in one or more fatal injuries during a calendar year	Annual Average: 5-Year Total:
Annual Number of Serious Injuries in Traffic Crashes	Total number of crashes resulting in one or more serious injuries during a calendar year	Annual Average: 5-Year Total:
Annual Number of Traffic Crashes (All Severity Levels)	Total number of all crashes during a calendar year	Annual Average: 5-Year Total:

Table 15: Crook County CSAP Project-Level Performance Measures

Performance Measure	Description
CSAP Project Implementation	Number of CSAP projects implemented on intersections and segments located on the CSAP's Safety Priority Network (SPN)
Systemic Risk Network (SRN) Project Implementation	Number of CSAP projects implemented on intersections and segments located on the CSAP's SRN
CSAP Post-Project Implementation Crash Trends	Crash trends for intersections and segments where projects have been implemented, with a focus on: -Fatal and Serious Injury Crashes -Injury Crashes -All Crashes
Systemic Risk Network (SRN) Post-Project Implementation Crash Trends	Crash trends for intersections and segments where projects have been implemented, with a focus on: -Fatal and Serious Injury Crashes -Injury Crashes -All Crashes -SRN Crash Types