

Crooks: Local Safety Action Plan



The City of Crooks developed this Local Safety Action Plan to address roadway safety concerns and reduce fatal and serious injury crashes for all users as part of the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program. As a member of the SECOG Regional Safety Action Plan, this local plan builds on regional analysis by focusing on Crooks-specific needs and aligning with existing and planned projects. The Local Plan connects regional strategies to targeted community actions to improve safety and advance the goal of eliminating roadway fatalities and serious injuries.

Transportation System & Context

Crooks is a growing community northwest of Sioux Falls, located near I-29 and I-90, with a small-town character and increasing residential and commercial development. Significant new employment is anticipated near the interstate, including the Foundation Park area, which is expected to add roughly 400 jobs and a new roadway connection serving Crooks and the broader region. The city’s transportation system includes local and collector streets and key approaches such as Southwest Avenue and 470th Avenue, which carry local traffic, regional trips, and heavy vehicles associated with nearby industrial facilities, including an ethanol plant generating multiple daily train movements.

Crooks’ land use pattern is primarily residential with emerging commercial and industrial areas, and the City is advancing street reconstruction and utility improvements on East 4th Street from 470th Avenue to the railroad, as well as on 1st Street and 3rd Street, supported by State Revolving Fund and community access grant funding. A flashing beacon currently operates on 4th Street, and stakeholders identified West and East 4th Street as primary focus areas for future safety improvements as development and traffic increase. Sidewalk and pedestrian needs include a sidewalk on the south side of Diane Street, addressing unsafe walking conditions along 257th Street, and ensuring safe access to a childcare center located between West Avenue and Susan Avenue. Future development is anticipated north of 257th Street, adjacent to Winter Green, and on a four- to five-acre site east of town, and there is a sight visibility issue on Hanna Trail where it connects the older part of town to the newer Hillcrest area, underscoring the need to address vertical alignment and views at this location.

Vehicles Available

Vehicles Available	VO Total 2014	VO Total 2024	Percent Change
Total Households	489	501	2.45%
No Vehicle Available	0	0	N/A
1 Vehicle Available	65	109	67.69%
2 Vehicles Available	218	216	-0.92%
3 Vehicles Available	223	91	-59.19%
4+ Vehicles Household	132	85	-35.61%

Source: U.S. Census Bureau

Population Growth & Characteristics

Category	2014	2024	Percent Change
Population	1,547	1,268	-18.68%
Under 18 (Youth)	501	279	-44.31%
18 to 64	952	838	-11.97%
65 + (Older Adults)	94	151	60.64%
Total Households	489	501	2.45%
Owner Occupied	464	417	-10.13%
Renter Occupied	25	84	236%

Regional Safety Action Plan Vision and Goals

Vision: *The SECOG region will collaboratively pursue a future where no one is killed or seriously injured on our transportation system, using thoughtful, locally guided planning to create safer, more connected communities.*

Regional Goal: To help communities involved in this plan improve transportation safety, SECOG will provide shared performance standards, data tools, and coordination support that enable member jurisdictions to set and track their own safety goals.

Public Engagement

The engagement process for the SECOG Regional Safety Action Plan included stakeholder interviews, a community survey, an in-person open house meeting, and online engagement tools to gather location-specific comments on transportation safety concerns. These methods were designed to ensure broad and accessible participation across the region.

In Crooks, community members provided 23 map pinpoints and completed 30 surveys, offering detailed feedback on walking and biking conditions, corridor operations, and future development pressures. Input emphasized the importance of improving lighting on Southwest Avenue, enhancing safety along West and East 4th Street, addressing sidewalk gaps and unsafe walking conditions near Diane Street and 257th Street, and resolving sight-distance issues on Hanna Trail serving the Hillcrest neighborhood. Residents also highlighted the need to coordinate safety improvements with planned reconstruction projects, industrial traffic patterns, and growth near Foundation Park and other future development areas so that Crooks’ expanding street network supports safe multimodal travel as the community continues to grow.

Crooks participated in the SECOG Regional Safety Action Planning process in 2026 to identify regional transportation safety priorities. As a part of that process, community engagement and data analysis identified the top safety concerns locally within Crooks.

In Crooks, high-speed travel is a central factor in many of the community’s most serious crashes, creating elevated risk along key corridors that serve both local and regional traffic.

Across SECOG, engagement feedback has emphasized managing speeds and improving walking and biking connections. In Crooks, crash patterns indicate a strong need for speed management and roadway design strategies tailored to higher-speed environments.

Figure 1. Types of crashes

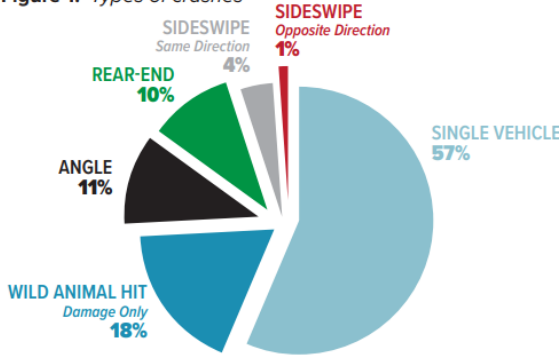


Figure 2. Crashes per year



Crash Analysis

There were **187 total crashes** from 2021-2025

10 fatal or severe crashes (5.3%) — higher than regional average (3.8%)

63% on 55+ mph roads; 47% on 65+ mph; 47% on 75+ mph

43% in dark conditions — higher than region (36.5%)

No crashes involving people walking or biking

Engagement Takeaways

Community noted **unsafe conditions** for vulnerable groups especially around daycares and schools. Other feedback concerns include:

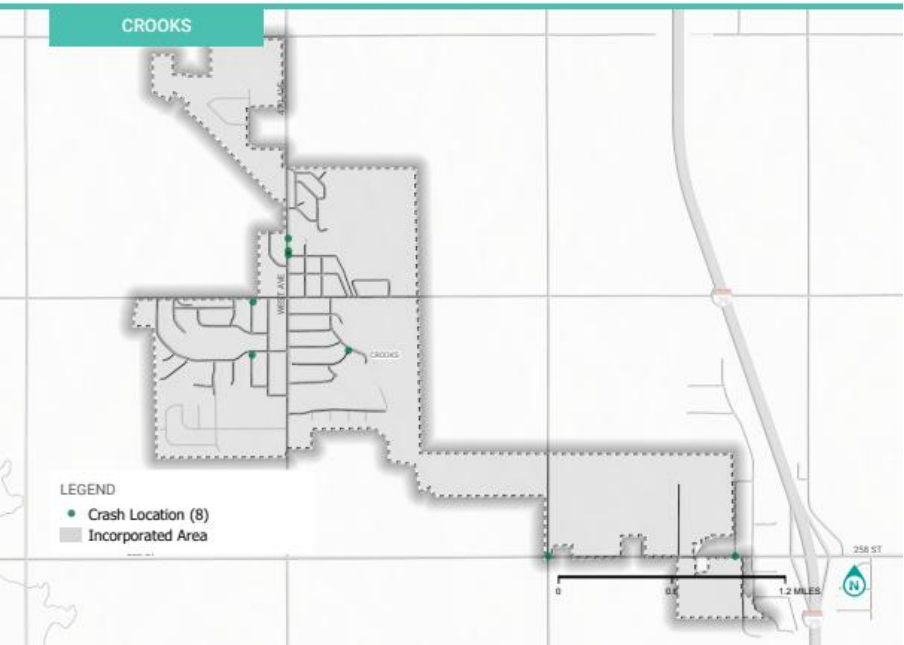
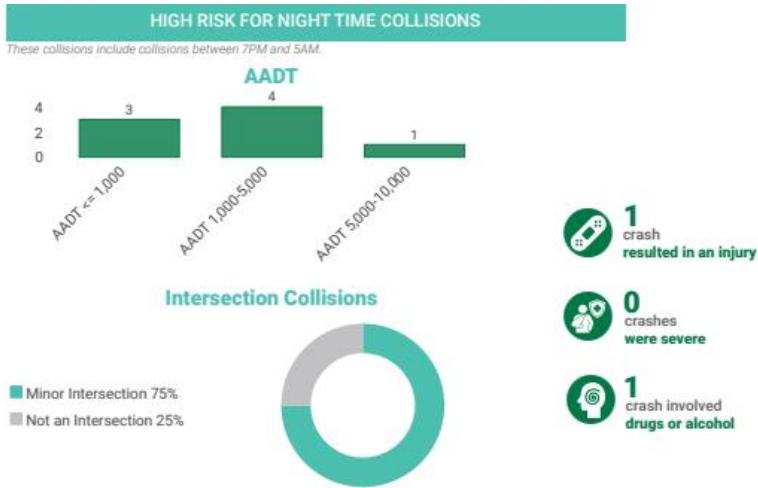
+ **Unsafe speeds** and **low visibility** on curved roads

+ Lack of **roadway lighting** and warning lights

Project Recommendations



Crash Analysis



Recommendations

Project #1: S. Western Avenue Enhanced Pedestrian Safety

Safety Feedback Received

- School Zone Safety
- Pedestrian Crossing Safety
- Speeding

Countermeasure Options

- Crosswalk Visibility Enhancements - \$20,000 per crossing
- RRFBs - \$30,000 each
- Speed Feedback Signs - \$12,000 per sign
- Enhanced School Zone Signage

Funding Options

- SDDOT Transportation Alternatives Funding

Project #2: 4th Street Pedestrian Safety Enhancements

Safety Feedback Received

- Lighting issues
- Speeding
- Lack of sidewalks

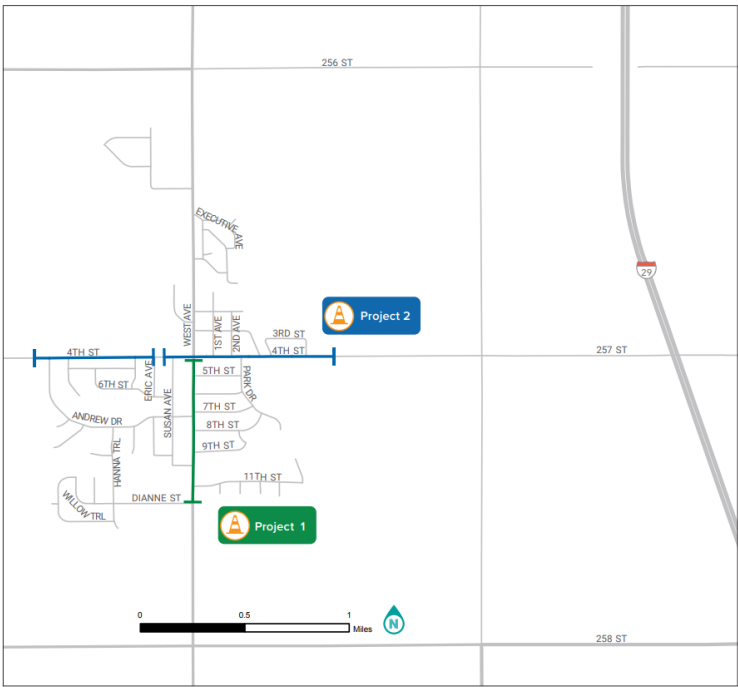
Countermeasure Options

- Pedestrian Lane
- Lighting improvements
- Sidewalks with reconstruction
- Enhanced pedestrian crossing at Western Ave - \$20,000
- Low-Cost Stop Controlled Enhancements at cross streets - \$20,000 per intersection

Additional Projects

- City-Wide Sidewalk Retrofit Project
 - Several people commented need for sidewalk connectivity throughout community
 - Focus on routes to school, park and library.
 - Complete as part of street reconstruction projects
- City-Wide Lighting Improvement Project

Priority Projects



1. S. Western Avenue Pedestrian Safety Enhancements
2. 4th Street Pedestrian Safety Enhancements

S. Western Avenue Enhanced Pedestrian Safety

Safety Feedback Received

- ✓ School Zone Safety
- ✓ Pedestrian Crossing Safety
- ✓ Speeding

Countermeasure Options

- Crosswalk Visibility Enhancements - \$20,000 per crossing
- RRFBs - \$30,000 each
- Speed Feedback Signs - \$12,000 per sign
- Enhanced School Zone Signage

Funding Options

- ☐ TA Funding



4th Street Pedestrian Safety Enhancements



Safety Feedback –

Lighting issues, speeding, lack of sidewalks

Countermeasure Options

- Ped Lane
- Lighting improvements
- Sidewalks with reconstruction
- Enhanced pedestrian crossing at Western Ave - \$20,000
- Low-Cost Stop Controlled Enhancements at cross streets - \$20,000 per intersection





- City-Wide Sidewalk Retrofit Project
 - Several people commented need for sidewalk connectivity throughout community
 - Focus on routes to school, park and library.
 - Complete as part of street reconstruction projects

- City-Wide Lighting Improvement Project