



# Lassen County Local Roadway Safety Study

## *Draft Report*

LSC Transportation Consultants, Inc.

May 9, 2022

Gordon Shaw, Principal

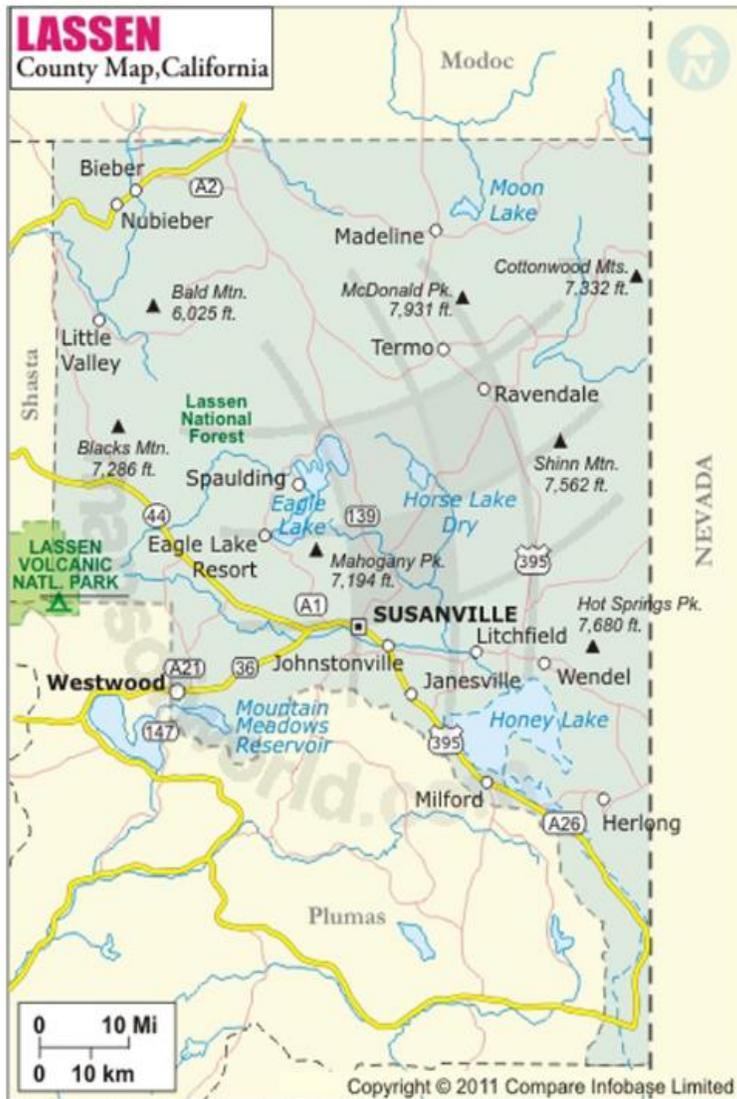


# Lassen Local Roads Safety Plan Purpose

The Local Roads Safety Plan is intended to...

- ✓ Analyze existing traffic conditions
- ✓ Identify safety shortfalls
- ✓ Develop strategies and projects to improve roadway safety in Lassen County
- ✓ Provide the needed analysis to support state grant applications (Highway Safety Improvement Program)

# Existing Crash History



Description: Map of Lassen county showing the major towns, highways and much more. [Disclaimer](#)

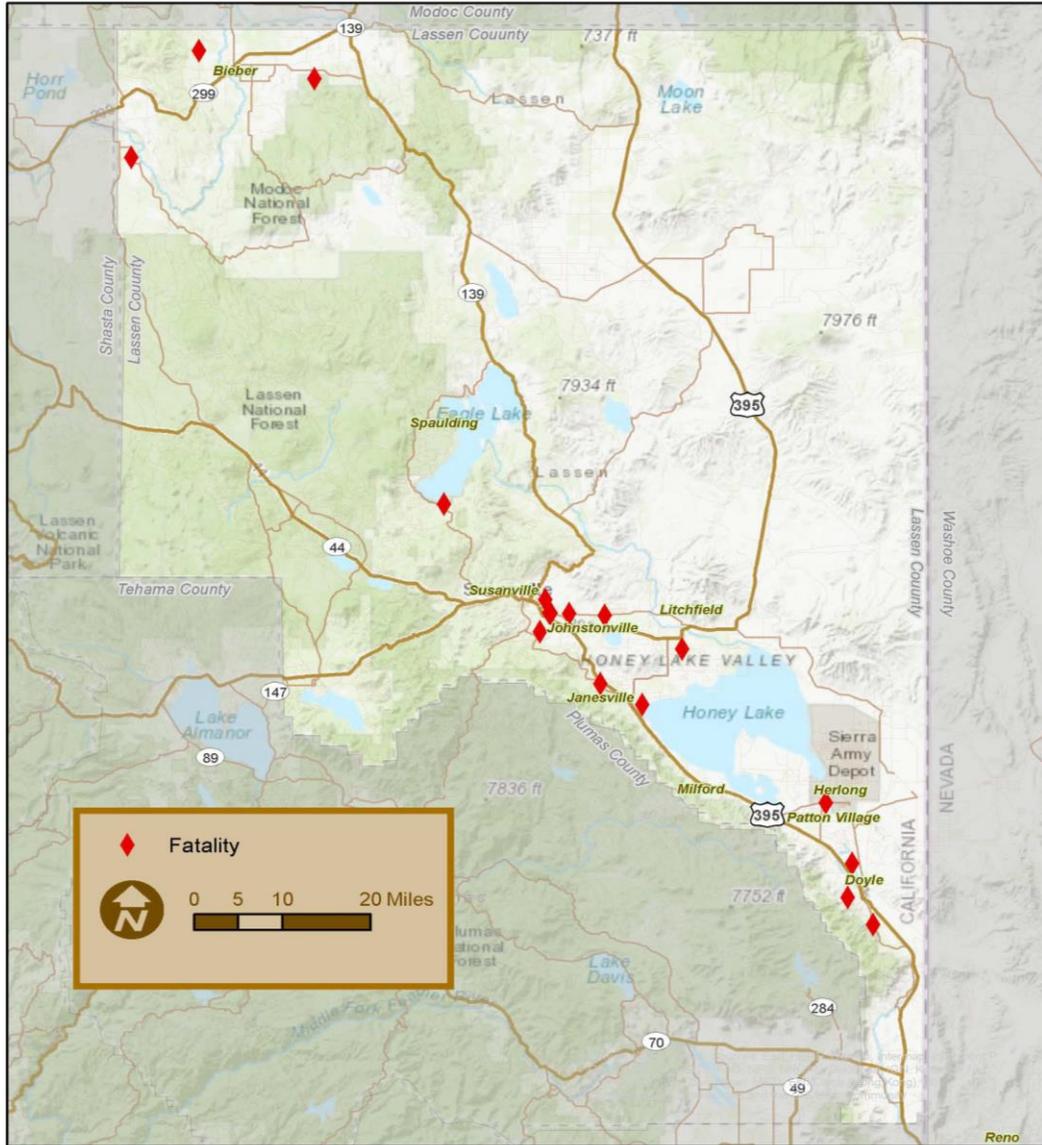
- ▶ Crash data for the last 10 years (2010-2019) was collected from the following sources:
  - ▶ *CHP's Statewide Integrated Traffic Information System (SWITRS)*
  - ▶ *UC Berkeley's Transportation Injury Mapping System (TIMS)*
  - ▶ *Susanville Police Department*
- ▶ All roads within Lassen County were included as part of the crash summary

## Existing Crash History - Summary

- A total of 3,977 crashes occurred during the 10-year study period (2010 to 2019) in Lassen County
- 2,719 (68%) occurred on State Highways vs. 1,258 (32%) on local roads
- Of the local road crashes, 714 (57%) were on County roadways and 544 (43%) were on City of Susanville roadways
- Within the City of Susanville, a total of 1,133 crashes occurred with 589 (52%) occurring on state highways and 544 (48%) occurring on local roads.



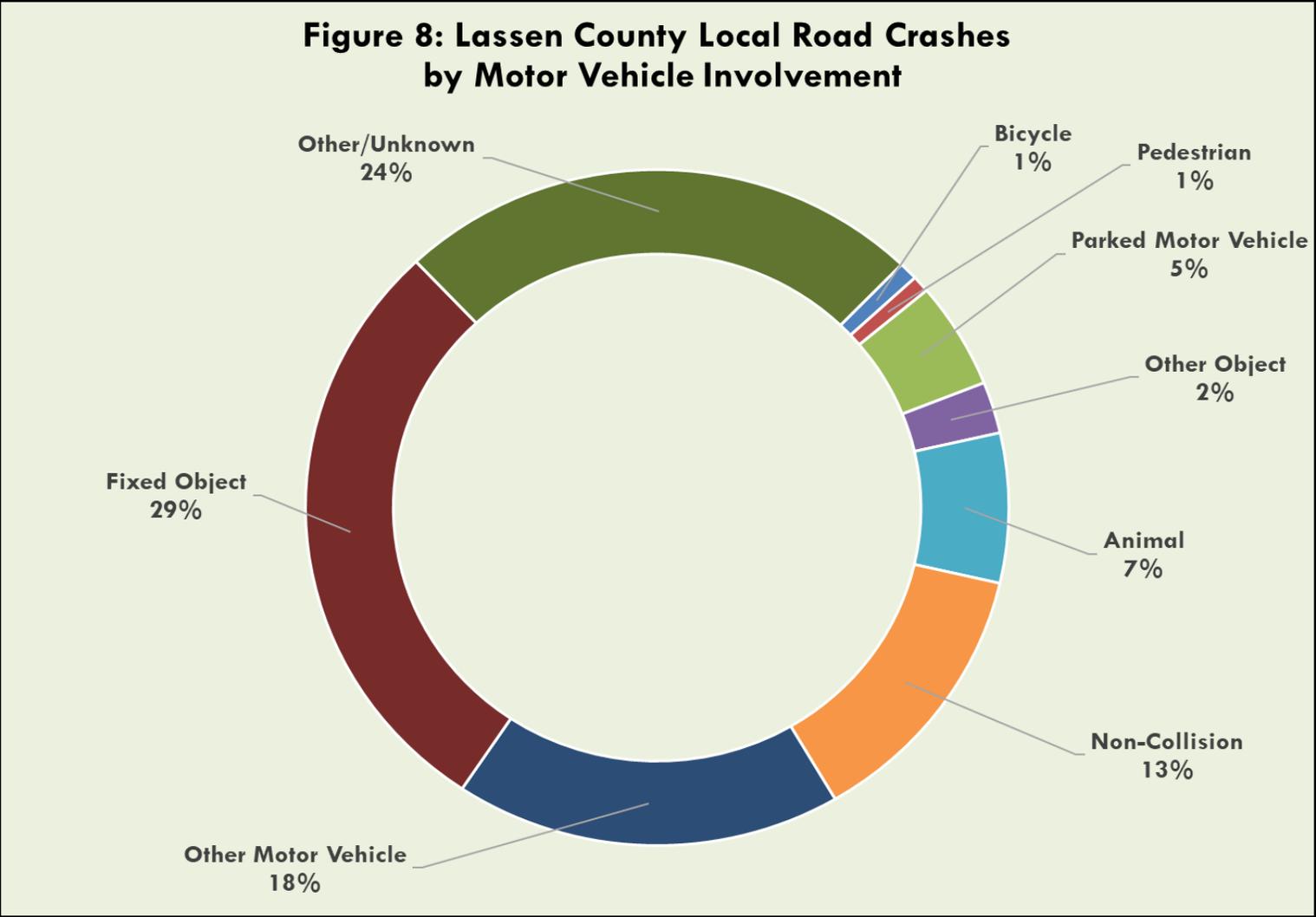
**Figure 4**  
**Crashes Resulting in Fatalities on Lassen County Local Roadways**  
2010-2019



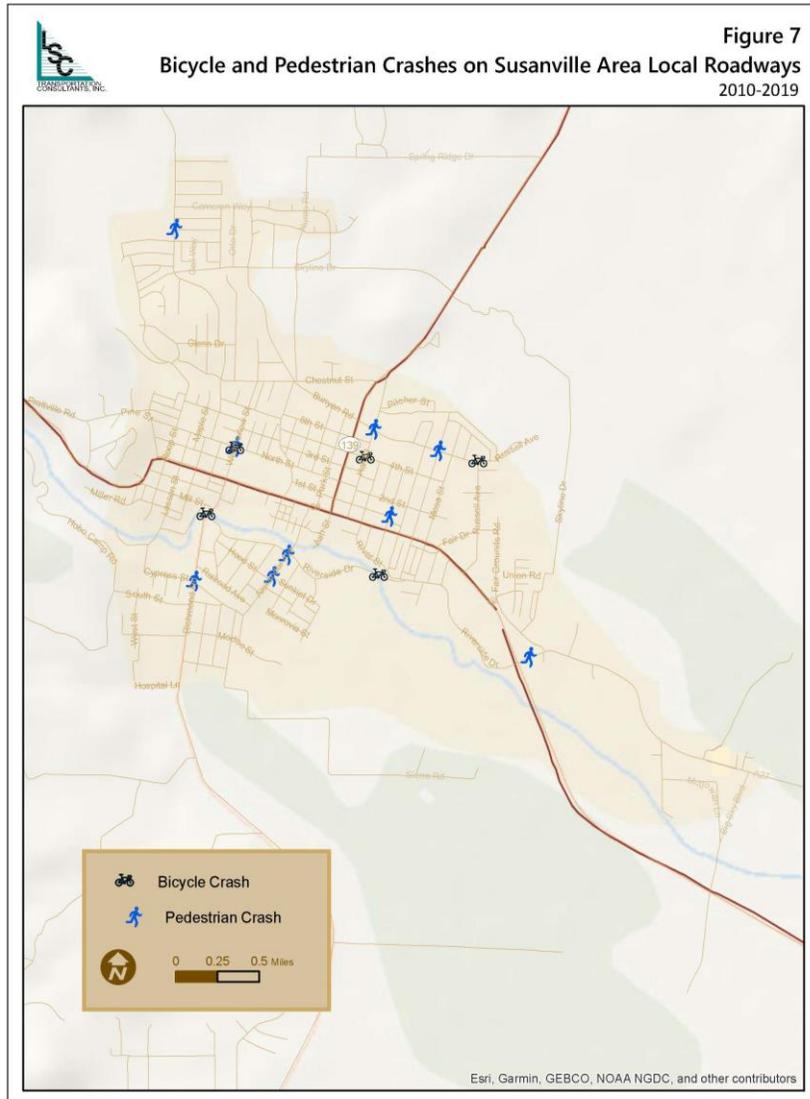
## Existing Crash History - Fatalities In Lassen County

- ▶ Fatalities on local roadways (not on state highways) are plotted on the map
- ▶ 17 total fatalities
  - ▶ 16 on County roads
  - ▶ 1 on City roads
- ▶ The highest concentration of fatalities occurred in the southeast portion of the county on local roads

# Existing Crash History - Crashes by Motor Vehicle Involvement



# Existing Crash History - Bicycle and Pedestrian Crashes



- ▶ A total of 21 bicycle crashes and 30 pedestrian crashes occurred in the last 10 years
- ▶ 11 bicycle crashes and 10 pedestrian crashes occurred on local roads
- ▶ On local roads, there were 2 severe injury pedestrian crashes within the City of Susanville and 1 fatality in unincorporated Lassen County
- ▶ No reported fatal or severe injury accidents were involved with a bicyclist



## Office of Traffic Safety Crash Rankings

- ▶ The California Office of Traffic Safety has implemented an annual analysis of how individual jurisdictions rank with the rest of the state
- ▶ The OTS Rankings show how a city compares with cities with similar-sized population
- ▶ A high ranking (i.e., 57/58) indicates a relatively safe condition compared with other jurisdictions

# Office of Traffic Safety Crash Rankings

**TABLE 10: Office of Traffic Safety Crash Rankings**

Note that a higher ranking indicates a safer condition  
2018 Analysis

Crash Type	Lassen County		City of Susanville	
	2017	2018	2017	2018
<b>Total Fatal and Injury</b>	56/58	47/58	99/101	99/102
<b>Alcohol Involved</b>	57/58	42/58	91/101	96/102
<b>Had Been Drinking Driver &lt; 21</b>	41/58	45/58	51/101	53/102
<b>Had Been Drinking Driver 21 – 34</b>	46/58	49/58	76/101	76/102
<b>Motorcycles</b>	50/58	48/58	80/101	84/102
<b>Pedestrians</b>	53/58	49/58	95/101	95/102
<b>Pedestrians &lt; 15</b>	37/58	25/58	79/101	74/102
<b>Pedestrians 65+</b>	43/58	37/58	69/101	76/102
<b>Bicyclists</b>	45/58	57/58	88/101	87/102
<b>Bicyclists &lt; 15</b>	36/58	39/58	63/101	63/102
<b>Composite</b>	NA	NA	87/101	90/102
<b>Speed Related</b>	36/58	41/58	89/101	95/102
<b>Nighttime (9:00pm – 2:59am)</b>	42/58	23/58	89/101	90/102
<b>Hit and Run</b>	51/58	40/58	82/101	81/102

Source: <https://www.ots.ca.gov/media-and-research/crash-rankings/>

- ▶ The first number indicates Lassen County or City of Susanville ranking.
- ▶ The second number is the total number of cities/counties in California with a population of similar size. Highlighted rankings in the table have relatively low rankings.
- ▶ Overall total + injury rankings are relatively good.
- ▶ Countywide figures are relatively low for pedestrian, bicycle and nighttime crashes.
- ▶ City figures are relatively low for pedestrian, bicycle and DUI crashes.

# Analysis of High Crash Corridors

## Main Street, Janesville

- 24 crashes in 10 years
- No fatalities
- Total crash rate 49% higher than statewide average

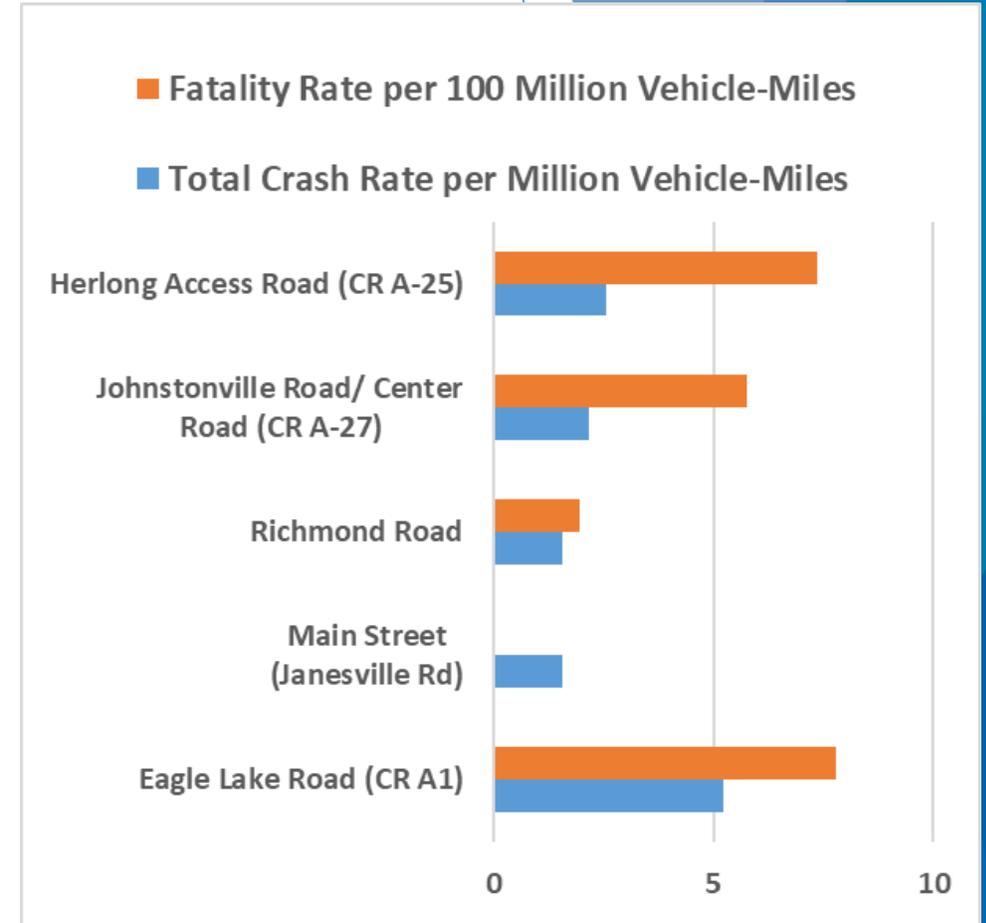
## Richmond Road

- 79 crashes in 10 years
- 1 fatality
- Total crash rate 49% higher than statewide average
- Fatal crash rate 43% lower than statewide average

## Johnstonville and Center Road, Johnstonville (CR A27)

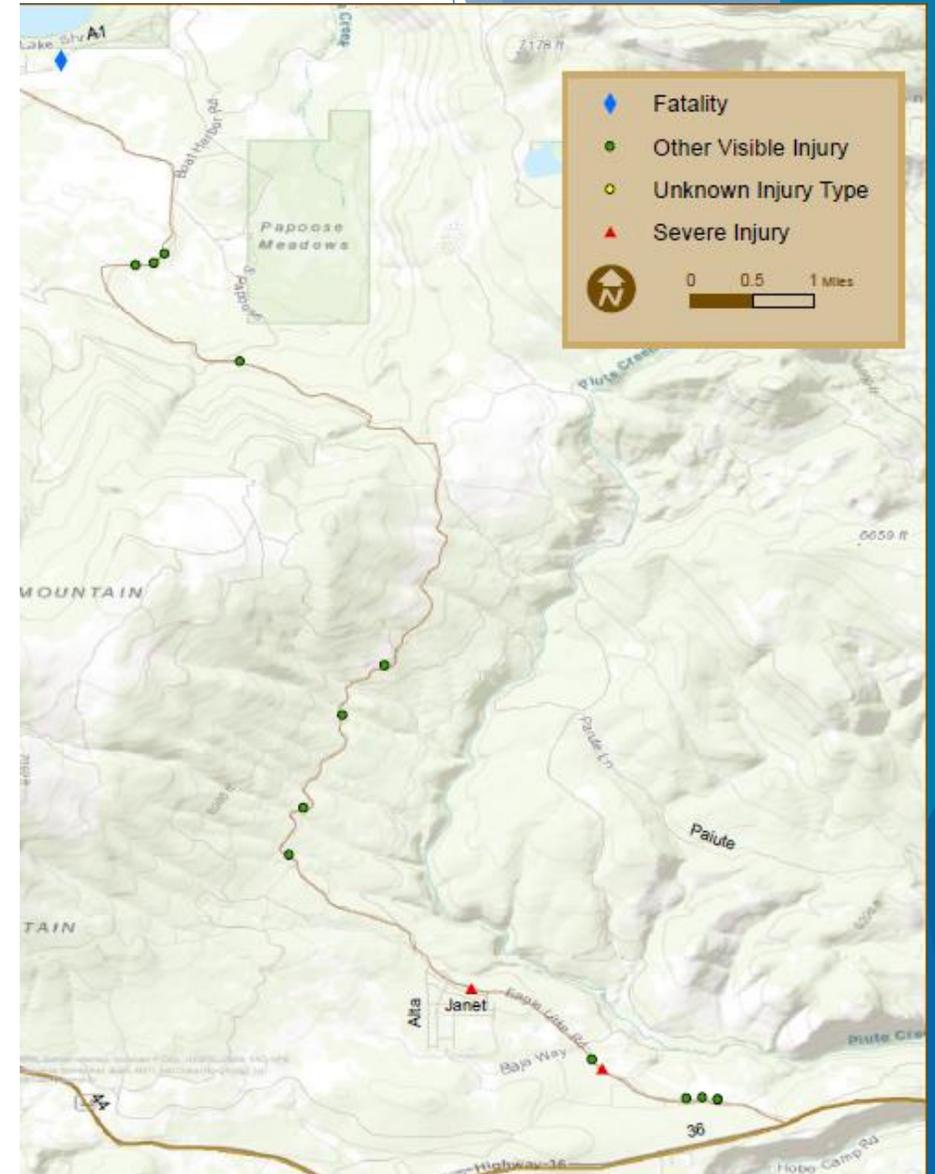
## Eagle Lake Road (CR A1)

## Herlong Access Road (CR A25)



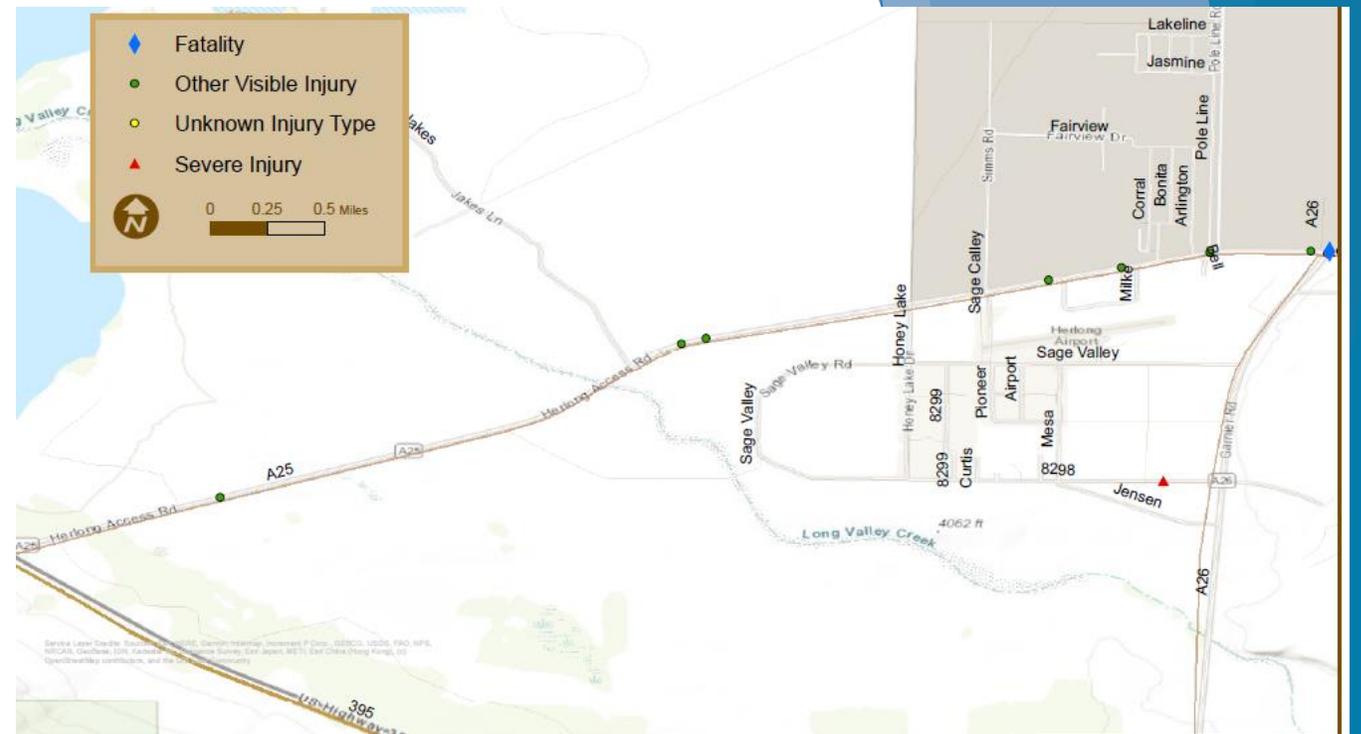
# Eagle Lake Road

- ▶ 67 crashes in 10 years
- ▶ 1 fatality
- ▶ Total crash rate 400% above statewide average
- ▶ Fatal crash rate 125% above statewide average
- ▶ 50% of crashes resulted in injuries, compared with countywide 37%
- ▶ 54% hit object crashes, and 29% overturned
- ▶ Only 14% involved another motor vehicle
- ▶ Snow/ice a factor in 34% of crashes, compared with countywide 18%
- ▶ Unsafe speed cited for 34% of crashes



# Herlong Access Road (A25)

- ▶ 35 crashes in 10 years
- ▶ 1 fatality
- ▶ Total crash rate 147% above statewide average
- ▶ Fatal crash rate 113% above statewide average
- ▶ 47% of crashes resulted in injuries, compared with countywide 37%
- ▶ 37% hit object crashes, and 29% overturned
- ▶ 31% involved another motor vehicle, relatively high
- ▶ Snow/ice a factor in 28% of crashes, compared with countywide 18%
- ▶ Unsafe speed cited for 34% of crashes



# Johnstonville/ Center Roads (A27)

- ▶ 150 crashes in 10 years
- ▶ 4 fatalities
- ▶ Total crash rate 108% above statewide average
- ▶ Fatal crash rate 67% above statewide average
- ▶ 30% hit object crashes, 14% broadside and 14% rear end
- ▶ 40% involved another motor vehicle
- ▶ Snow/ice a factor in only 12% of crashes, compared with countywide 18%
- ▶ Unsafe speed cited for 22% of crashes and improper turning 22%



# Recommended Specific Site Safety Improvements

*Over 10 years,  
together these  
improvements will  
save 2 lives, 38  
injuries and a total  
of 100 crashes*

- ▶ **Johnstonville/Center Roads**
  - ▶ Shoulder and Centerline Rumble Strips
  - ▶ Chevron and Curve Advance Signs at Curves
  - ▶ High Friction Surface Treatment
  - ▶ Total Cost = \$315,600
  - ▶ Benefit/Cost Ratio = 47.8
- ▶ **Herlong Access Road**
  - ▶ Centerline Rumble Strip
  - ▶ High Friction Surface Treatment
  - ▶ Total Cost = \$224,800
  - ▶ Benefit/Cost Ratio = 96.0
- ▶ **Eagle Lake Road**
  - ▶ Edge Line Striping
  - ▶ Curve Advance and Chevron Signs at Curves
  - ▶ High Friction Surface Treatment
  - ▶ Total Cost \$1,870,500
  - ▶ Benefit/Cost Ratio = 9.7

# Recommended Programmatic Strategies

- ▶ Increased speed enforcement and review of speed limits
- ▶ Consider wider shoulders and recovery zones as part of future major roadway reconstruction projects.
- ▶ Bicycle and pedestrian safety programs for children
- ▶ DUI awareness and training for teen drivers
- ▶ Safer pedestrian facilities in developed areas, such as Susanville



# Discussion

**Thank you!**



Gordon Shaw, PE  
Principal, LSC Transportation  
Consultants, Inc.  
530 583-4053  
[gordonshaw@lsctahoe.com](mailto:gordonshaw@lsctahoe.com)

