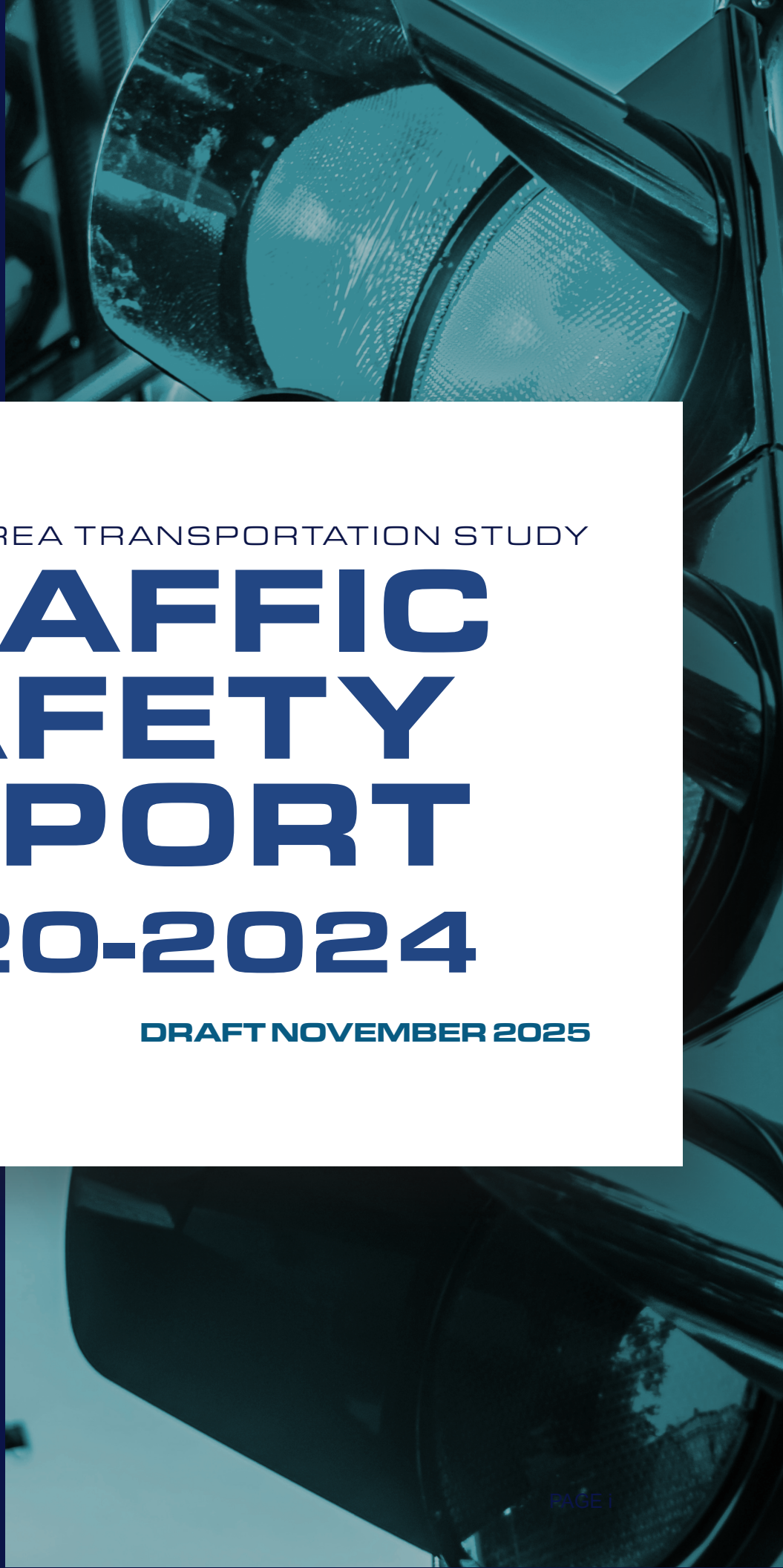

READING AREA TRANSPORTATION STUDY

TRAFFIC SAFETY REPORT 2020-2024

DRAFT NOVEMBER 2025

READING AREA TRANSPORTATION STUDY

READING AREA TRANSPORTATION STUDY

C/O BERKS COUNTY PLANNING COMMISSION

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EXECUTIVE SUMMARY

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated Metropolitan Planning Organization (MPO) for transportation in Berks County. RATS facilities the regional, performance-based planning process that serves as the basis for spending state and federal transportation funds for improvements to streets, highways, bridges, public transit, bicycle and pedestrian networks allocated to Berks County. RATS is currently responsible for prioritizing approximately $90 million annually to advance transportation improvement projects throughout the county.

Federal regulations regarding the National Performance Management Measures for the Highways Safety Improvement Program (HSIP) require PennDOT to establish Performance Measures and targets to evaluate and improve safety within the transportation system. Several performance measures are identified for us in developing the safety targets. These include: 1-Number of fatalities; 2-Rate of fatalities per 100 million Vehicle Miles Traveled (VMT); 3-Number of serious injuries; 4-Rate of serious injuries per 100 million VMT; 5-Number of non-motorized fatalities and serious injuries.

In addition, federal regulations require MPOs to establish safety targets either by agreeing to plan and program projects in support of the PennDOT targets or by establishing their own quantifiable targets. RATS adopted the 2020-2024 recommended state performance measures and targets in January 2024. In order to attain significant progress toward meeting the established targets, the outcome in 4 of 5 performance measures has to be better than the target number. As seen below, the Reading MPO only met the Performance Measure Target for Serious Injury Rate. All other Performance Measure Targets were not met for the 2020-2024 period. However, the Reading MPO actual performance for both Number of Serious Injuries and Serious Injury Rate were better than the 2018-2022 baseline performance. The Reading MPO continues to work with PennDOT to identify potential projects that could improve safety and reduce crashes across the transportation network.

Performance Measure	5-year Rolling Averages			Target Achieved?
	TARGET	ACTUAL	BASELINE	
	2020-2024	2020-2024	2018-2022	
Number of Fatalities	44.3	45.6	44.0	No
Fatality Rate	1.356	1.361	1.320	No
Number of Serious Injuries	199.0	200	201.2	No
Serious Injury Rate	6.093	5.968	6.036	Yes
Number of Non-motorized Fatalities and Serious Injuries	29.1	33.2	28.4	No

The 2020-2024 Berks County general, mode specific, and overall 5-year severity crash trends are included and further explored throughout the report. Countermeasures and mitigation strategies are discussed to aid in reducing fatalities and suspected serious injuries on all types of roadways for all types of road users. Mapping examines Berks County crash locations with greater than 20 reportable crashes against the currently programmed safety-related projects which are both identified in this report.

Through the examination of crash trends and identification of mitigation strategies, this report aims to assist in the reduction of overall traffic related crashes, fatalities, and serious injuries on Berks County roadways.

Berks County Traffic Safety Scorecards based on the Pennsylvania Strategic Highway Safety Plan (SHSP) Priority Emphasis Areas and Safety Focus Areas were created for both fatalities and suspected serious injuries based on the trends of each indicator over a 5-year period from 2020-2024.

Please note the following text indicates the trend:

- Increasing – indicates an increase in the indicator identified crashes from 2020 to 2024 (greater than 5% increase)
- Steady – indicates relatively little to no change in the indicator identified crashes from 2020 to 2024 (less than 5% increase or decrease)
- Decreasing – indicates a decrease in the indicator identified crashes from 2020 to 2024 (greater than 5% decrease)

Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2020 to 2024

Indicator Name	Description	Trend	Trend Rating
Roadway Fatalities	The total number of fatal roadway crashes increased approximately 31% from 2020 to 2024.	INCREASING 	
Roadway Suspected Serious Injury	The total number of suspected serious injury roadway crashes did not change from 2020 to 2024.	STEADY 	
Impaired Driver Fatalities	The total number of fatal crashes among impaired drivers decreased approximately 30% from 2020 to 2024.	DECREASING 	
Impaired Driver Suspected Serious Injury	The total number of suspected serious injury crashes among impaired drivers decreased approximately 40% from 2020 to 2024.	DECREASING 	
Vulnerable Road User Fatalities	The total number of fatal crashes among VRUs decreased 14% from 2020 to 2024.	DECREASING 	
Vulnerable Road User Suspected Serious Injury	The total number of suspected serious injury crashes among VRUs increased approximately 75% from 2020 to 2024.	INCREASING 	
Work Zone Fatalities	There were no work zone fatal crashes in 2020 and 2022. In 2024, there were 3 work zone fatalities.	INCREASING 	
Work Zone Suspected Serious Injury	Work zone suspected serious injury crashes increased by 4 in 2024 from a total of 1 in 2020 representing an increase of approximately 400% from 2020 to 2024.	INCREASING	

Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2020 to 2024			
Indicator Name	**Description**	**Trend**	**Trend Rating**
Motorcyclist Fatalities	Fatal crashes among motorcyclists increased in 2024 representing a 100% increase from 2020.	INCREASING	
Motorcyclist Suspected Serious Injury	Suspected serious injury crashes among motorcyclists increased approximately 15% from 2020 to 2024.	INCREASING	
Lane Departure Fatalities	Lane departure fatal crashes increased from 17 in 2020 to 23 in 2024 representing a 35% increase from 2020 to 2024.	INCREASING	
Lane Departure Suspected Serious Injury	Lane departure suspected serious injury crashes decreased approximately 18% from 2020 to 2024.	DECREASING	
Local Road Fatalities	Local road fatal crashes increased by approximately 118% from 2020 to 2024.	INCREASING	
Local Road Suspected Serious Injury	Local road suspected serious injury crashes decreased approximately 5% from 2020 to 2024.	STEADY	
Intersection Fatalities	Fatal crashes at intersections increased approximately 186% from 2020 to 2024.	INCREASING	
Intersection Suspected Serious Injury	Suspected serious injury crashes at intersections increased approximately 19% from 2020 to 2024.	INCREASING	
Heavy Truck Related Fatalities	Fatal crashes involving heavy trucks increased by 4 from 2020 to 2024.	INCREASING	
Heavy Truck Related Suspected Serious Injury	Suspected serious injury crashes involving heavy trucks increased by 1 from 2020 to 2024.	STEADY	
Young (20 and under) and Mature (65+) Driver Fatalities	Fatal crashes involving young and mature drivers increased approximately 80% from 2020 to 2024.	INCREASING	
Young (20 and under) and Mature (65+) Driver Suspected Serious Injuries	Suspected serious injury crashes involving young and mature drivers increased 40% from 2020 to 2024.	INCREASING	

LIST OF ACRONYMS

AWZSE	Automated Work Zone Speed Enforcement
CMP	Congestion Management Process
DCED	Department of Community and Economic Development
FAST	Fixing America's Surface Transportation
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
MTF	Multimodal Transportation Fund
NHTSA	National Highway Traffic Safety Administration
PCIT	Pennsylvania Crash Information Tool
PennDOT	Pennsylvania Department of Transportation
RATS	Reading Area Transportation Study
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFA	Safety Focus Areas
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All
SSI	Suspected Serious Injury
TASA	Transportation Alternatives Set-Aside
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TZD	Toward Zero Deaths
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User
WZSSC	Work Zone Speed Safety Camera

PCIT LIST OF DEFINITIONS/TYPES OF CRASHES

Aggressive Driving
Indicates if at least two actions of one driver were classified as aggressive driving

Aggressive Driving (Old Description)
Indicates if at least one driver's action was classified as aggressive driving

Commercial Vehicle
Indicates that any vehicle was a commercial vehicle

Curve Driver Error
Indicates that any drivers' action was over or under compensated while negotiating a curve

Distracted Driver
Indicates if any driver was distracted, including using a phone

Fatal
Indicates that any person was fatally injured as a result of a crash

Heavy Truck Related
Indicates whether any vehicles was a heavy truck (over 10,000 lbs.)

Impaired Driver
Indicates if any driver was suspected by police of alcohol and/or drug use while driving

Injury
Indicates if any person was injured in a crash

Local Road
Indicates if any road was a county or municipal roadway

Midblock
A crash that took place on a roadway but not at an intersection

Possible Injury
Indicates that any person sustained a possible injury

Property Damage Only
Indicates if a crash resulted in a vehicle being towed but no injuries or fatalities resulted from the crash

Signalized Intersection
Indicates that the crash occurred at an intersection controlled by a traffic signal or flashing traffic signal

Speeding Related
Indicated if at least one drivers' action was speeding, driving too fast for conditions, or involved in a police chase

State Road
Indicates if any road was a state-maintained highway or non-turnpike Interstate

Stop Controlled
Indicates that the crash occurred at an intersection controlled by a stop sign

Suspected Minor Injury
Indicates that any person sustained a Suspected Minor Injury

Suspected Serious Injury
Indicates that any person sustained a Suspected Serious Injury

Turnpike
Indicates if any road in a crash was the PA Turnpike or a Turnpike maintained extension

Vulnerable Road User
Indicates that the crash Included both a motor vehicle AND a pedestrian, pedestrian conveyance (wheelchair, scooter, skateboard, etc.), bicyclist (not including e-bikes), or other pedalcyclist

INTRODUCTION

This plan was developed to identify trends and mitigation strategies that can be used to aid in reducing overall traffic related crashes and fatalities and serious injuries.

Safety on Berks County roadways is a top priority when determining potential projects for inclusion in the Reading Area Transportation Study Transportation Improvement Program and Long Range Transportation Plan.

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated Metropolitan Planning Organization (MPO) for transportation in Berks County. RATS facilitates the regional, performance-based planning process that serves as the basis for spending state and federal transportation funds for improvements to streets, highways, bridges, public transit, bicycle and pedestrian networks allocated to Berks County. RATS is currently responsible for prioritizing approximately $90 million annually to advance transportation improvement projects throughout the county.

To receive federal funding, transportation projects must be identified in the Long Range Transportation Plan (LRTP). The LRTP examines socioeconomic trends that affect travel, the current state of the county transportation network, and describes multimodal transportation strategies to address identified transportation needs. The plan outlines the region's long-range transportation vision and projects the transportation needs of the county through the year 2045. The plan must be updated every four years and must project at least 20 years into the future to meet federal requirements. RATS is currently updating its' LRTP and anticipates Board adoption in May 2026. The updated plan would project through FFY 2050.

RATS also approves the Transportation Improvement Program (TIP) which is the capital-funding program that contains all surface transportation projects eligible for federal funding that are programmed for implementation over the next four years. Projects scheduled in the TIP were first identified in the LRTP as projects that would impact transportation needs in the county. The most recently adopted TIP (FFY 2025-2028, locally approved May 16, 2024) was approved by FHWA/FTA on September 27, 2024. The TIP lists 112 projects totaling $365.8 million for highway, bridge, and transit projects over the four-year period from 2025 to 2028. RATS is currently updating its' TIP and anticipates Board adoption in May 2026. The updated plan will identify projects and funding categories from FFY 2027 to FFY 2030.

Federal regulations require the development and maintenance of a Congestion Management Process (CMP) for all MPOs in Transportation Management Areas (TMA). The CMP is a performance-based process for identifying congested locations within the entire transportation network. The plan includes a range of mitigation strategies and implementation methods for reducing congestion along roadways in Berks County. The most current CMP was adopted by the RATS MPO on November 9, 2023. RATS will be reviewing and updating its' current CMP with anticipated adoption in November 2025.

The goal of this plan is to identify ways to reduce the number of crashes on Berks County roadways and prevent fatalities and serious injuries through the examination of crash trends and identification of mitigation strategies.

It is important to address the COVID-19 pandemic. The pandemic had worldwide impacts to everything from politics and culture to economy and ecology. The transportation system was not exempt from the impacts of the pandemic. As a result, information gathered for this plan exhibits skewed results primarily for the year 2020 and in some instances for 2021. Difficulties in data gathering and availability, as well as changes in the way the world operates contributed to the variance in the data obtained.

Source: Federal Highway Administration

STATE PROGRESS TOWARDS ZERO DEATHS

One fatality is too many.

The Toward Zero Deaths (TZD): A National Strategy on Highway Safety was developed with input from numerous stakeholders across the country with support from several agencies within the United States Department of Transportation. The vision of the National Strategy is to unite stakeholder efforts in reducing traffic related fatalities and serious injuries at a sustained pace over time. The document identifies strategies and initiatives that are effective in addressing crashes and have the potential to greatly reduce fatalities and serious injuries. The plan focuses on applying a Safe System approach that involves anticipating human mistakes by designing and managing roadway infrastructure that reduces and minimizes the risk of potential mistakes. In addition, by anticipating potential human error in the transportation network, road design and maintenance can be configured to minimize and reduce injury severity.

DID YOU KNOW?:

Road safety is a global concern. The Global Plan: Decade of Action for Road Safety 2021-2030 is a document that was developed to aid in the achievement of the UN General Assembly Resolution 74/299 target to reduce fatalities and injuries by 50% between 2021 and 2030.

The Federal Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Acts require states to develop, implement, and update a Strategic Highway Safety Plan in order to receive federal funds for road projects that address safety. The Pennsylvania Strategic Highway Safety Plan (SHSP) was updated in 2022 and identifies Priority Emphasis Areas and Safety Focus Areas that have the most influence on improving highway safety across the Commonwealth.

Pennsylvania's SHSP incorporates several themes for progressing TZD in the state:

Highway Safety	Strategies for key focus areas to reduce crash frequency and severity and achieve measurable success
Active Transportation	Mobility options powered primarily by human energy, including bicycling and walking
Safe System Approach	Roadway design that emphasizes minimizing the risk of injury to all road users, considers the possibility of human error, and accommodates human injury tolerance by considering likely accident types and resulting impact forces
Transportation Equity	Reducing inequities in our transportation network, building resilience against future disruptions, improving safety, and supporting both environmental and financial sustainability
Data & Technology	Using cost-effective, data-driven methods, and incorporating safety technologies into infrastructure, vehicles & other modes of travel

By incorporating these themes, the state's goal of a 2% annual reduction for fatalities and maintain level of suspected serious injuries can be achieved to help progress Pennsylvania TZD and support the long-term federal goal of zero deaths by 2050.

STATE SAFETY PLAN SAFETY FOCUS AREAS

A state Strategic Highway Safety Plan is a federal requirement of the Highway Safety Improvement Program (HSIP). The HSIP program was first established through the SAFETEA-LU and the Fixing America's Surface Transportation (FAST) Act continued the requirement for the federal-aid program. Pennsylvania's Strategic Highway Safety Plan (SHSP) was updated in 2022. The plan was developed with input from multiple agencies and provides the framework for reducing fatalities and serious injuries on all public roads throughout the state

The Pennsylvania SHSP identifies 3 priority emphasis areas:

Lane Departure Crashes – this crash type exhibits the greatest number of fatalities and serious injuries each year due to a vehicle departing its lane of travel.

Impaired Driving – alcohol related fatal crashes has decreased over the years but remain high. Drug-related fatalities have been increasing.

Pedestrian Safety – while pedestrian fatalities have remained low relative to vehicular fatalities, pedestrian safety is a top priority with the increase in active transportation options available for pedestrians creating a marginal increase in pedestrian fatalities.

Due to the complexity of the roadway network and diverse nature of crashes, the Pennsylvania SHSP identifies 15 additional Safety Focus Areas (SFA) to assist in decreasing fatalities and serious injuries. These include:

Speeding and Aggressive Driving	Seat Belt Usage	Intersection Safety	Mature Driver Safety	Local Road Safety
Vulnerable User Safety (Motorcycle Safety)	Vulnerable User Safety (Bicyclist Safety)	Commercial Vehicle Safety	Young and Inexperienced Drivers	Distracted Driving
Traffic Records Data	Work Zone Safety	Transportation Systems Management and Operations (TSMO)	Emergency Medical Services	Vehicle-Train Safety

The Infrastructure Investment and Jobs Act (IIJA) established additional requirements for state Strategic Highway Safety Plans. Those requirements include an assessment of Vulnerable Road Users (VRU). Pennsylvania developed a VRU Assessment that identifies specific improvement strategies and prioritizes areas to improve VRU safety on the state's transportation network. The state Strategic Highway Safety Plan was updated to include the VRU Assessment as Appendix A in 2023.

PENNDOT DISTRICT 5-0 HIGHWAY SAFETY PLAN

To further safety improvements on Pennsylvania roadways, each PennDOT District Office across the state developed a Highway Safety Plan for their district. PennDOT District 5-0 encompasses Berks, Carbon, Lehigh, Monroe, Northampton, and Schuylkill Counties. PennDOT District 5-0 developed a Highway Safety Plan for these counties in March 2023. The District 5-0 plan identifies the same 3 priority emphasis areas as the Pennsylvania SHSP which include lane departure crashes, pedestrian safety, and impaired driving. There are several strategies included in the District 5-0 plan to help meet safety goals for reducing fatal and injury crashes which include implementing lane departure safety countermeasures, using the Highway Safety Network Screen and Systemic Safety Project Selection Tools to identify locations for safety improvements, installing pedestrian safety improvements, and identifying and implementing National Highway Traffic Safety Administration countermeasures that work.

SAFETY PERFORMANCE MEASURES FOR PENNDOT AND RATS

Federal regulations regarding the National Performance Management Measures for the Highway Safety Improvement Program (HSIP) require PennDOT to establish Performance Measures and targets to evaluate and improve safety within the transportation system. Several performance measures are identified for use in developing the safety targets. These include:

1) **Number of fatalities**
2) **Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)**
3) **Number of serious injuries**
4) **Rate of serious injuries per 100 million VMT**
5) **Number of non-motorized fatalities and serious injuries**

By evaluating these performance measures, the targets established are based on data driven trend analysis of the statewide fatality and suspected serious injuries numbers.

In addition, federal regulations require MPOs to establish safety targets either by agreeing to plan and program projects in support of the PennDOT targets or by establishing their own quantifiable targets. RATS most recently adopted the recommended state performance measures and targets in January 2024. The following tables identify the future statewide targets and the future RATS MPO supporting values.

TABLE 1: STATEWIDE TARGETS:

PERFORMANCE MEASURE	5-YEAR ROLLING AVERAGES		
	TARGET 2021-2025	ACTUAL 2021-2025	BASELINE 2019-2023
Number of Fatalities	1,192.8		1,161.2
Fatality Rate	1.186		1.183
Number of Serious Injuries	4,832.6		4,738.6
Serious Injury Rate	4.806		4.828
Number of Non-motorized Fatalities and Serious Injuries	916.8		833.4

TABLE 2: READING MPO SUPPORTING VALUES:

PERFORMANCE MEASURE	5-YEAR ROLLING AVERAGES		
	TARGET 2021-2025	ACTUAL 2021-2025	BASELINE 2019-2023
Number of Fatalities	48.6		46.0
Fatality Rate	1.401		1.374
Number of Serious Injuries	207.8		203.4
Serious Injury Rate	5.990		6.075
Number of Non-motorized Fatalities and Serious Injuries	38.7		32.4

In In order to attain significant progress toward meeting the established targets, the outcome in 4 of 5 performance measures has to be better than the target number. Preliminary data indicated that Pennsylvania did not meet the 2023 performance measure targets and was required to submit a plan that identified gaps, developed strategies, action steps and best practices, and included a financial and performance review of all HSIP funded projects by June 30, 2025. The state also had to obligate safety funds in FFY 2026 that are equal to the FFY 2022 HSIP apportionment.

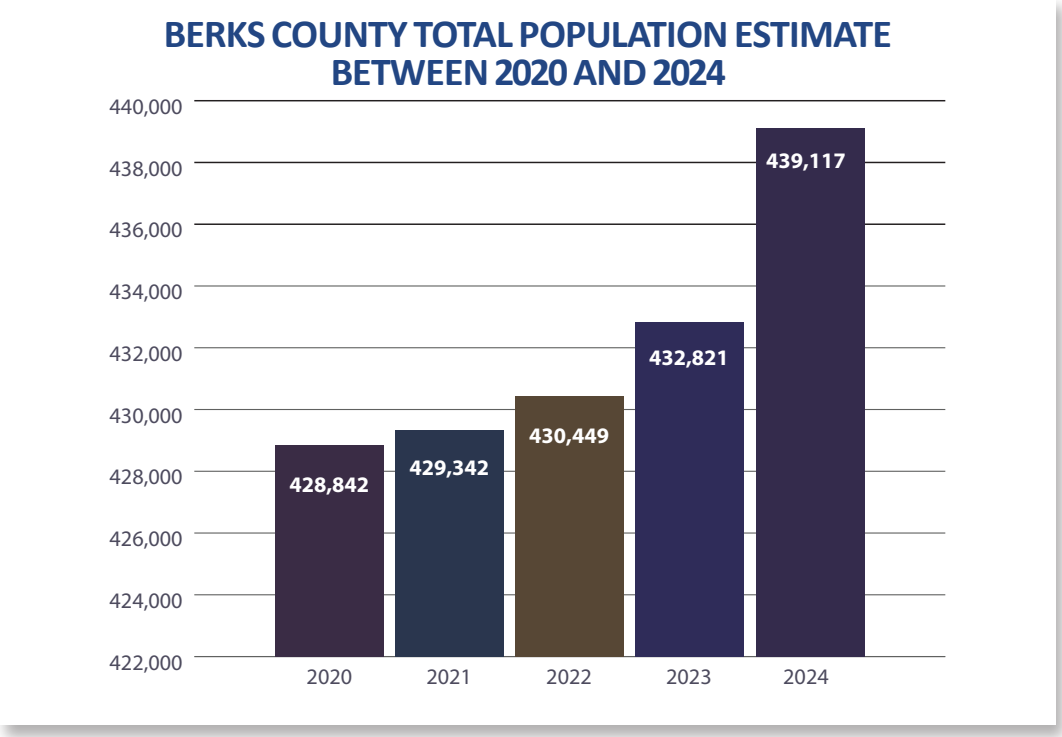
TRAVEL DEMAND FACTORS

There are many factors that influence transportation trends and behaviors within Berks County. Some of these factors include population, employment, passenger car registrations and vehicle miles traveled. These factors usually result in increased travel and commerce which influence transportation needs within the County. The following charts and tables briefly cover these travel demand factors.

Population

The number of people in Berks County influences the amount of people working, traveling, and utilizing Berks County roadways. The population of Berks County increased 2.4% from 2020 to 2024. In 2024, Berks County was the 9th most populated county in Pennsylvania.

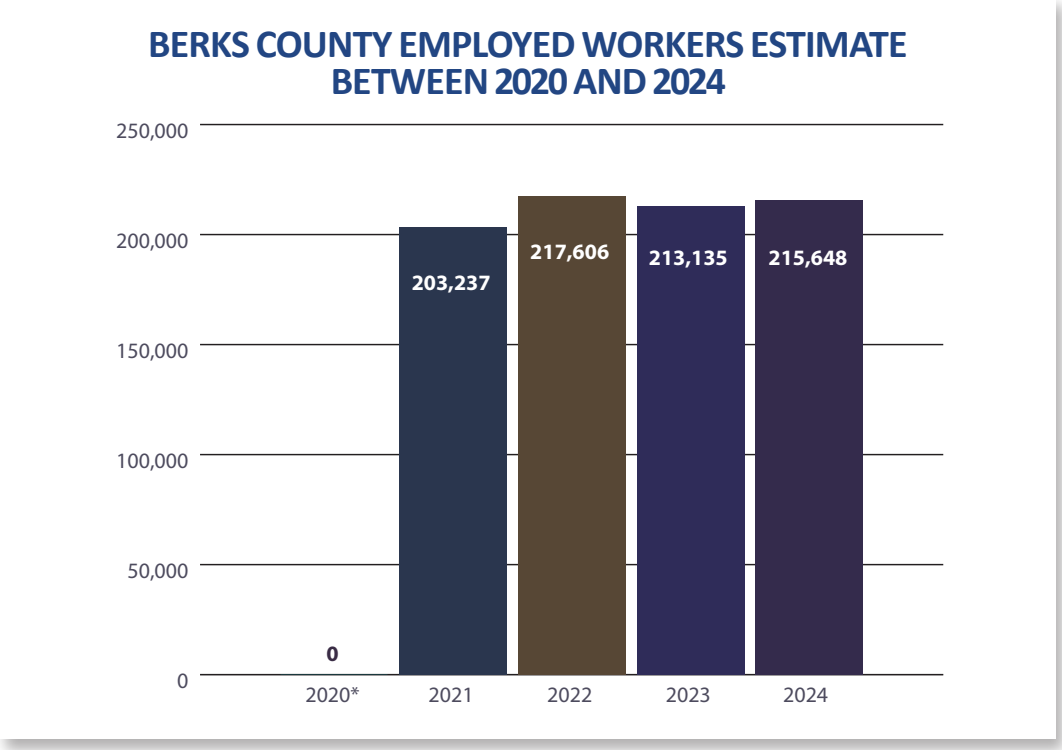
Please note that due to pandemic-related data collection and tabulation difficulties, there are no 2020 American Community Survey 1-year Estimates products available. Population shown for 2020 is the actual 2020 Decennial Census count.



Source: Population (Persons), U.S. Census Bureau American Community Survey, 1-year Estimates for Berks County, PA, Table DP05 (ACS Demographic and Housing Estimates); 2020 Total Population from 2020 Decennial Census

Employment

The number of working people influences the amount of commuter traffic on Berks County roadways. While the number of employed workers increased in 2022 and 2024, the number of employed workers slightly decreased in 2023. The number of working people overall increased in 2024 representing a 6 percent increase in employed workers from 2021 to 2024.



Source: Employment (Workers), U.S. Census Bureau American Community Survey, 1-year Estimates for Berks County, PA, Table DP03 (Selected Economic Characteristics); No ACS Data Available for Employment (Workers) in 2020

*Due to pandemic-related data collection and tabulation difficulties, there are no 2020 American Community Survey 1-year Estimates products available. No similar employment data is available and therefore, there is no data for employed workers in Berks County for 2020.

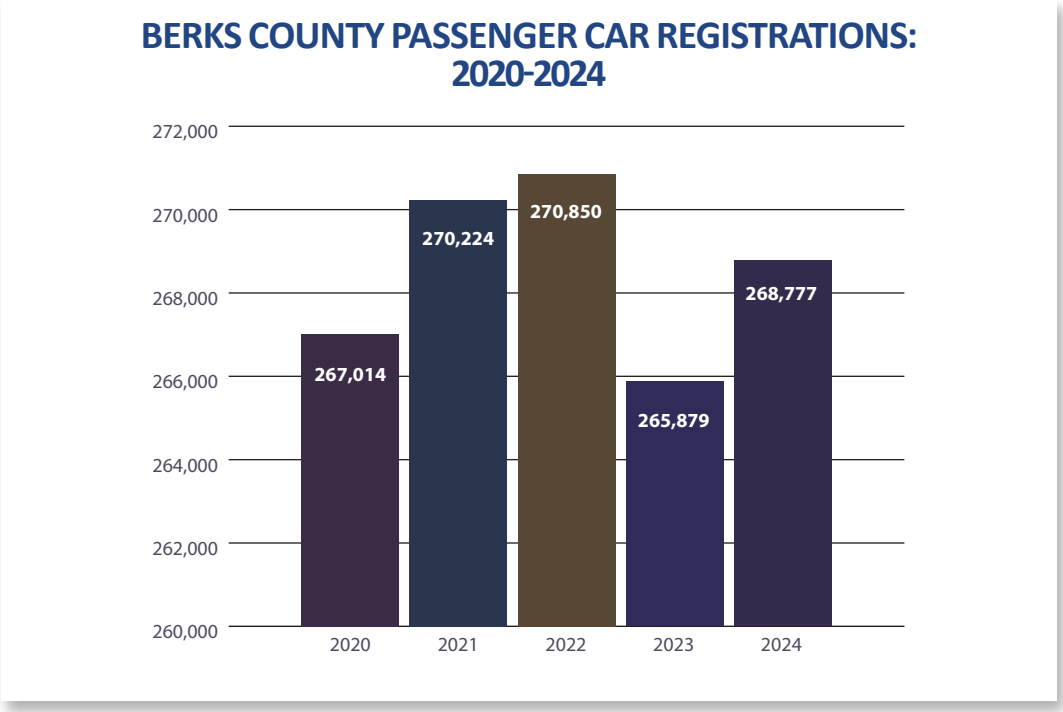
Passenger Car Registrations

Passenger cars are the largest number of registered vehicles in Berks County. In 2024, passenger car registrations accounted for approximately 66% of the total number of registered vehicles in Berks County. The number of passenger car registrations for Berks County decreased in 2023. Due to the decrease in 2023 from passenger car registrations in Berks County from previous years, passenger car registrations in Berks County only increased 0.01 percent from 2020. In comparison, Pennsylvania passenger car registrations decreased approximately 2.9 percent.

PASSENGER CAR REGISTRATIONS: 2020-2024

	2020	2021	2022	2023	2024	Trend
Berks	267,014	270,224	270,850	265,879	268,777	
PA	8,118,635	8,152,012	8,069,489	7,851,146	7,886,259	

Source: PennDOT Bureau of Motor Vehicles Annual Report of Registrations



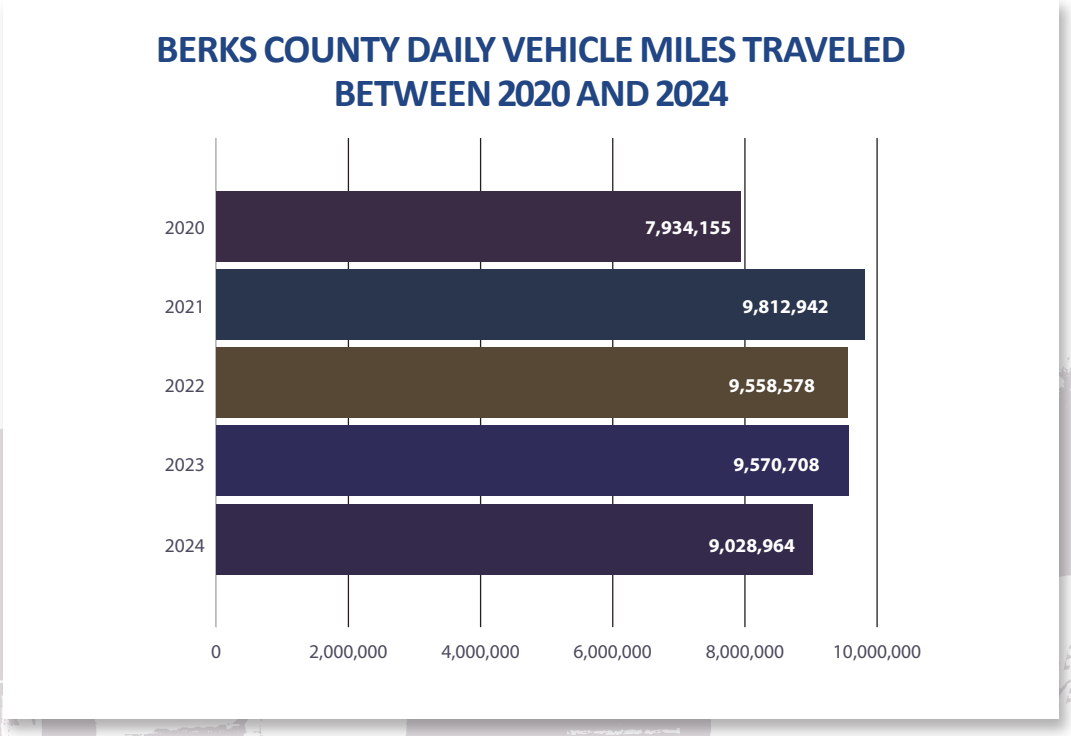
Vehicle Miles Traveled

The number of daily vehicle miles traveled in Berks County increased approximately 12 percent from 2020 to 2024. In comparison, Pennsylvania daily vehicle miles traveled increased approximately 10 percent for the same time period. Noticeably, there was a sharp decrease in daily vehicle miles traveled for both Berks County and the state as a result of the pandemic-related closures and implementation of remote work options for employees. In 2024, Berks County ranked 8th for total linear miles across the state. As well, Berks County had the 7th highest number of total daily vehicle miles traveled in Pennsylvania.

VEHICLE MILES TRAVELED: 2020-2024

	2020	2021	2022	2023	2024	Trend
Berks	7,934,155	9,812,942	9,558,578	9,570,708	9,028,964	
PA	233,668,192	281,339,073	273,736,681	274,170,422	260,092,836	

Source: PennDOT Highway Statistics



GENERAL CRASH TRENDS

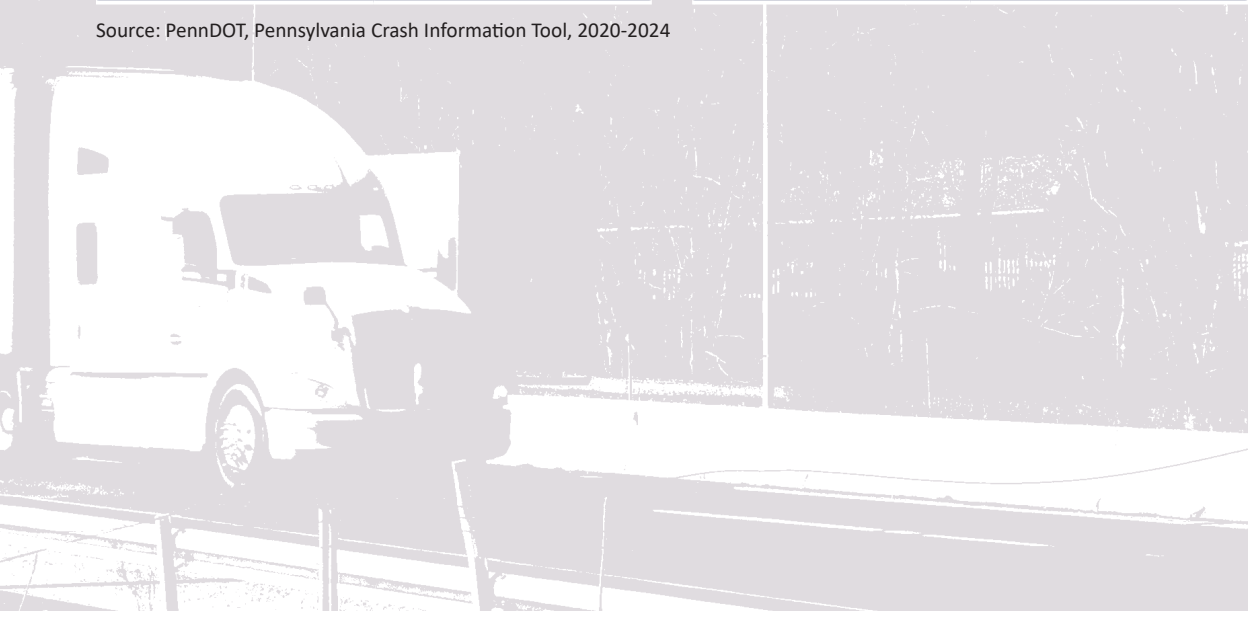
Analyzing crash trends allows PennDOT and RATS to program safety improvements that address the crash trends and help meet safety goals for transportation throughout Berks County.

Berks County experienced a significant number of crashes from 2020 to 2024. Out of the 23,739 total crashes, Berks County had a total of 216 fatal crashes from 2020 to 2024. Compared to all the counties across the state, Berks County had the 6th highest number of crash incidents and the 5th highest number of fatal crashes between 2020 and 2024. These ranks generally correspond to the rankings for Berks County in population (9th), linear miles of roadways (8th), and VMT (7th).

TOP 10 COUNTIES IN PA BY CRASHES 2020-2024	
Allegheny	53,928
Philadelphia	45,578
Montgomery	38,407
Lancaster	27,180
Bucks	27,036
Berks	23,739
Delaware	23,359
Lehigh	23,316
York	22,124
Chester	20,454

TOP 10 COUNTIES IN PA BY FATAL CRASHES 2020-2024	
Philadelphia	677
Allegheny	354
Lancaster	262
Bucks	242
Berks	216
Montgomery	209
York	173
Luzerne	158
Westmoreland	155
Chester	145

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024



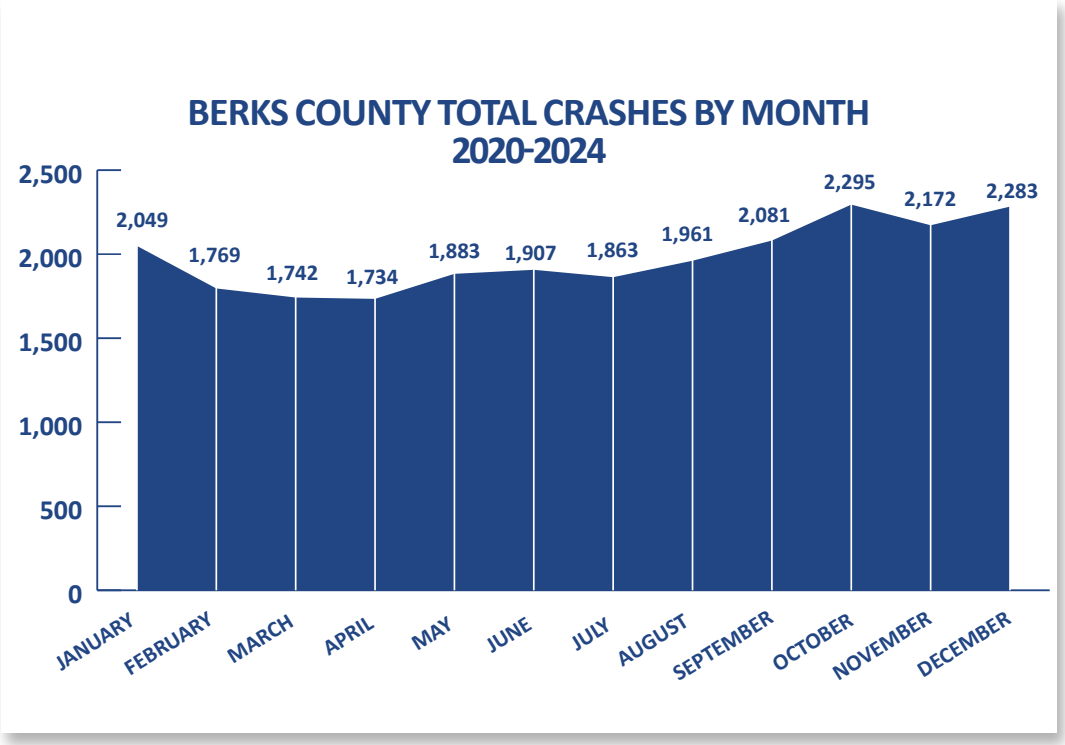
BERKS COUNTY TOTAL CRASHES BY MONTH 2020-2024

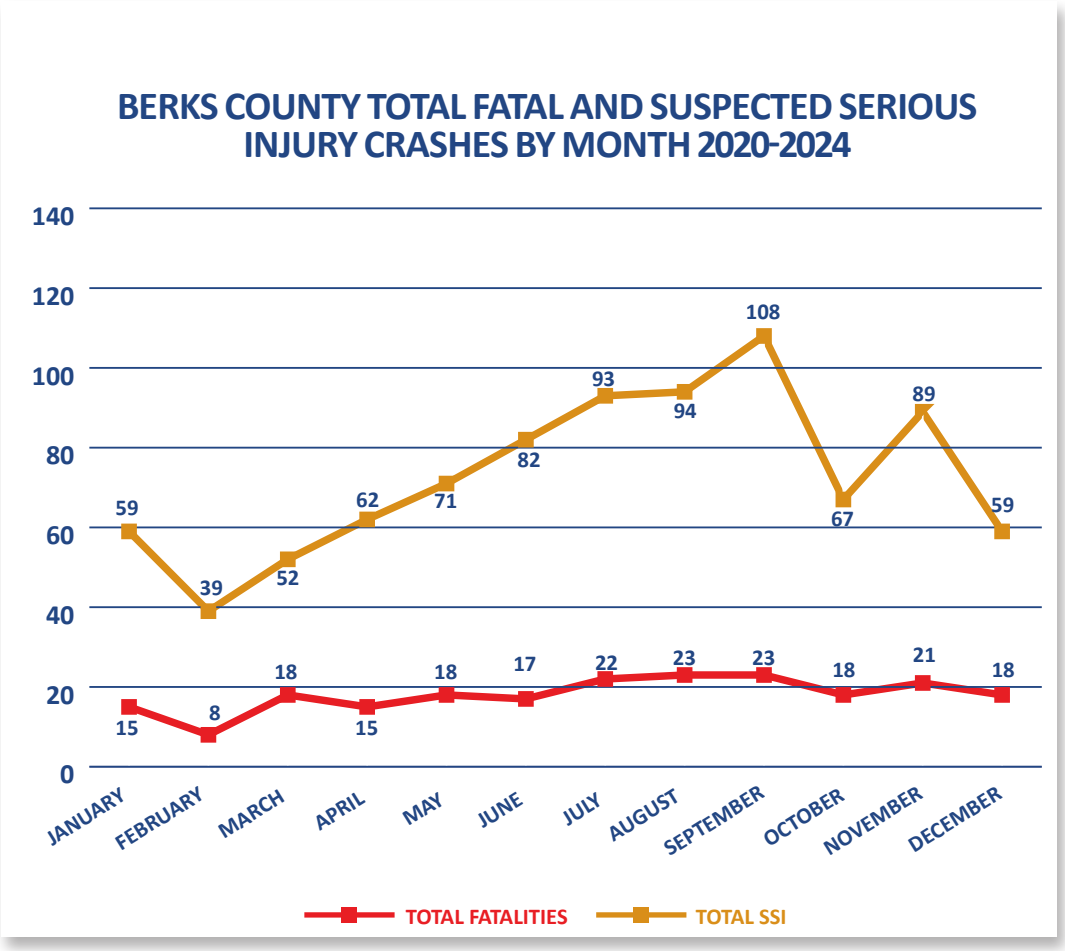
When looking at the number of crashes that occur by month from 2020-2024, a higher frequency of crashes in Berks County occurs between September and January. Generally, more people travel during these months for various holidays including Thanksgiving, Christmas, and New Year's which can be a contributing factor to the higher number of crashes for these months.

BERKS COUNTY CRASHES BY MONTH FROM 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
January	427	355	428	389	450	2,049	5.4%
February	341	343	383	334	368	1,769	7.9%
March	284	356	404	367	331	1,742	16.5%
April	194	371	388	419	362	1,734	86.6%
May	308	417	402	349	407	1,883	32.1%
June	343	423	390	354	397	1,907	15.7%
July	356	433	363	345	366	1,863	2.8%
August	419	407	397	390	348	1,961	-16.9%
September	406	438	417	426	394	2,081	-3.0%
October	422	480	490	457	446	2,295	5.7%
November	446	412	434	446	434	2,172	-2.7%
December	414	484	493	448	444	2,283	7.2%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.9%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES BY MONTH
2020-2024
2,500
2,000
1,500
1,000
500
0
2,049
1,769
1,742
1,734
1,883
1,907
1,863
1,961
2,081
2,295
2,172
2,283
JANUARY
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER


BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS
INJURY CRASHES BY MONTH 2020-2024
140
120
100
80
60
40
20
0
59
39
52
62
71
82
93
94
108
67
89
59
15
8
18
15
18
17
22
23
23
18
21
18
JANUARY
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
TOTAL FATALITIES
TOTAL SSI

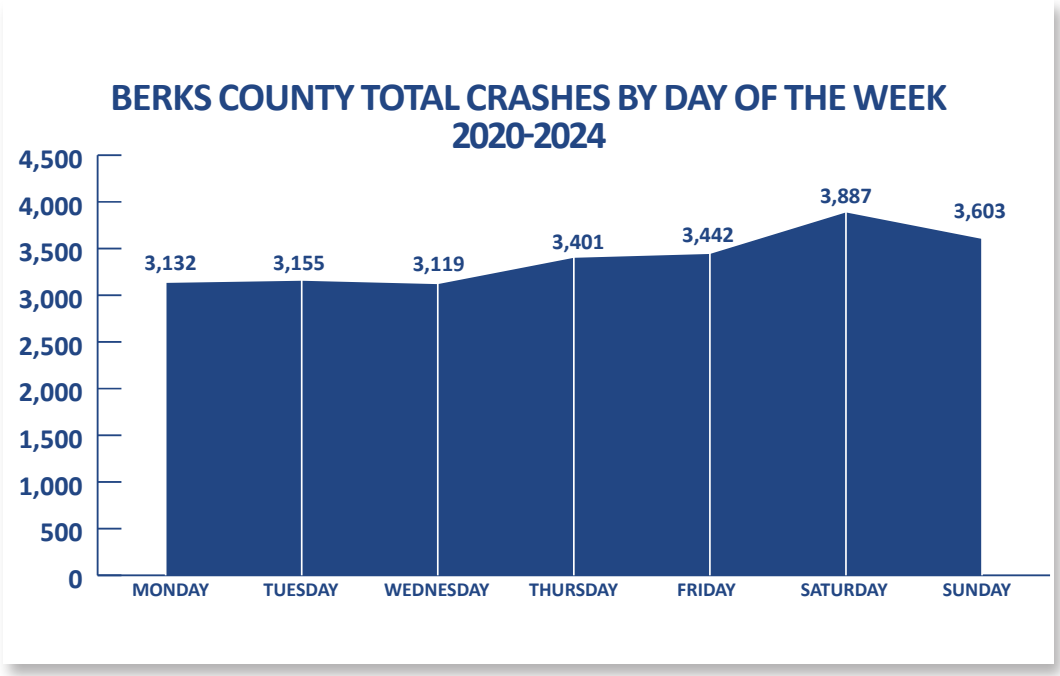
BERKS COUNTY TOTAL CRASHES BY DAY OF THE WEEK 2020-2024

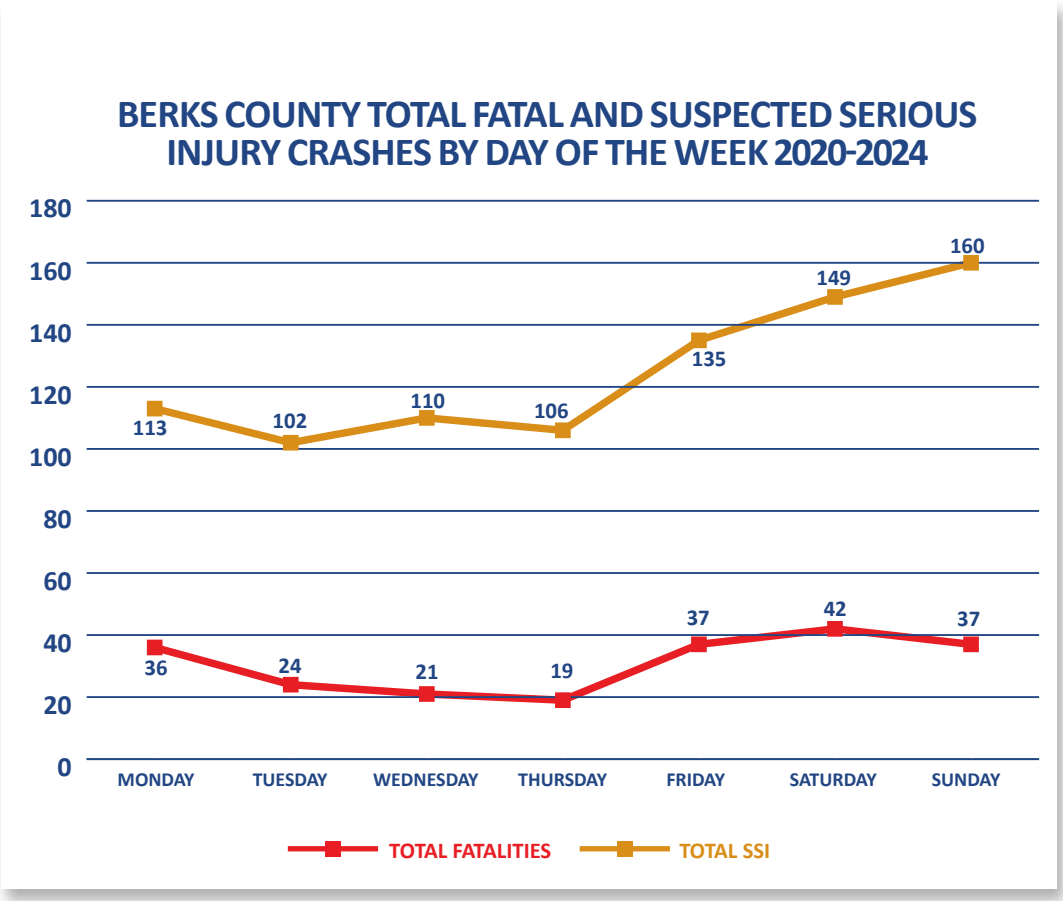
Overall, the majority of crashes on Berks County roadways occurred on Saturdays and Sundays. These days tend to have more recreational travelers utilizing various modes of transportation. Similarly, fatal and suspected serious injury crashes were higher on Saturdays and Sundays. Over the 5-year period, the total number of crashes occurring on Saturdays increased 10.21. The greatest increase in crashes on Berks County roadways was Wednesdays with over a 20 percent change from 2020 to 2024.

BERKS COUNTY CRASHES BY DAY OF WEEK FROM 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
Monday	575	684	643	620	610	3,132	6.09%
Tuesday	592	668	639	615	641	3,155	8.28%
Wednesday	539	659	638	634	649	3,119	20.41%
Thursday	653	710	681	687	670	3,401	2.60%
Friday	614	660	810	686	672	3,442	9.45%
Saturday	715	770	843	771	788	3,887	10.21%
Sunday	672	768	735	711	717	3,603	6.70%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.88%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES BY DAY OF THE WEEK
2020-2024
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
3,132
3,155
3,119
3,401
3,442
3,887
3,603
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY


BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY DAY OF THE WEEK 2020-2024
180
160
140
120
100
80
60
40
20
0
113
102
110
106
135
149
160
36
24
21
19
37
42
37
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY
SUNDAY
TOTAL FATALITIES
TOTAL SSI

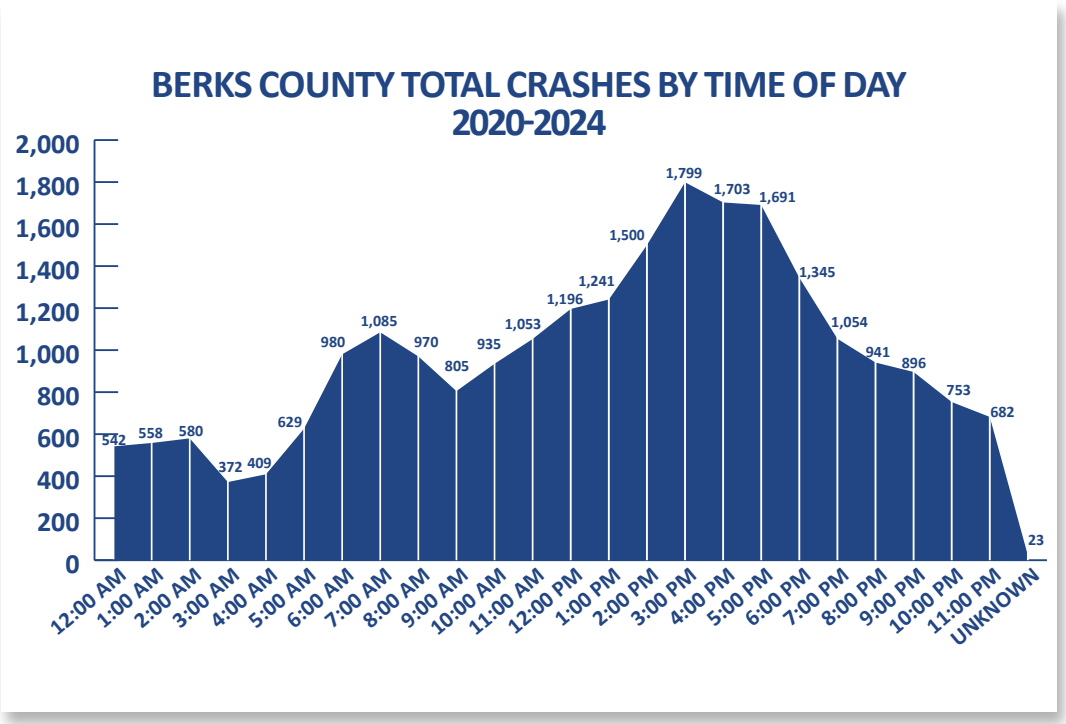
BERKS COUNTY TOTAL CRASHES BY TIME OF DAY 2020-2024

Overall, the majority of crashes that occurred in Berks County happened during peak travel times between 6:00 AM to 8:00 AM and 2:00 PM to 6:00 PM with evening peak travel times having a higher number of total crashes than the morning peak travel times. Generally, there are more people traveling during these times for work and school. Fatal and suspected serious injury crashes tend to increase during these time periods as well. The 10:00 AM time period experienced the greatest reduction in crashes between 2020 and 2024 by 17 percent. Crashes occurring during the 2:00 AM time period increased approximately 62 percent and the 7:00 AM time period increased approximately 59 percent from 2020 to 2024.

BERKS COUNTY CRASHES BY TIME OF DAY: 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
12:00 AM	100	112	107	115	108	542	8.00%
1:00 AM	82	142	101	120	113	558	37.80%
2:00 AM	77	143	130	105	125	580	62.34%
3:00 AM	58	80	89	78	67	372	15.52%
4:00 AM	70	82	91	83	83	409	18.57%
5:00 AM	108	134	123	142	119	626	10.19%
6:00 AM	179	186	217	209	189	980	5.59%
7:00 AM	160	213	258	199	255	1,085	59.38%
8:00 AM	163	194	229	202	182	970	11.66%
9:00 AM	141	155	185	175	149	805	5.67%
10:00 AM	188	219	188	184	156	935	-17.02%
11:00 AM	204	240	197	198	214	1,053	4.90%
12:00 PM	237	249	242	244	224	1,196	-5.49%
1:00 PM	257	236	245	241	262	1,241	1.95%
2:00 PM	297	287	301	303	312	1,500	5.05%
3:00 PM	355	342	380	365	357	1,799	0.56%
4:00 PM	323	374	362	321	323	1,703	0.00%
5:00 PM	319	337	365	334	336	1,691	5.33%
6:00 PM	254	287	264	265	275	1,345	8.27%
7:00 PM	208	212	218	216	200	1,054	-3.85%
8:00 PM	158	210	193	164	216	941	36.71%
9:00 PM	170	174	181	173	198	896	16.47%
10:00 PM	126	178	164	134	151	753	19.84%
11:00 PM	119	131	152	152	128	682	7.56%
Unknown	7	2	7	2	5	23	-28.57%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	8.88%

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES BY TIME OF DAY
2020-2024
2,000
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0
542
558
580
372
409
629
980
1,085
970
805
935
1,053
1,196
1,241
1,500
1,799
1,703
1,691
1,345
1,054
941
896
753
682
23
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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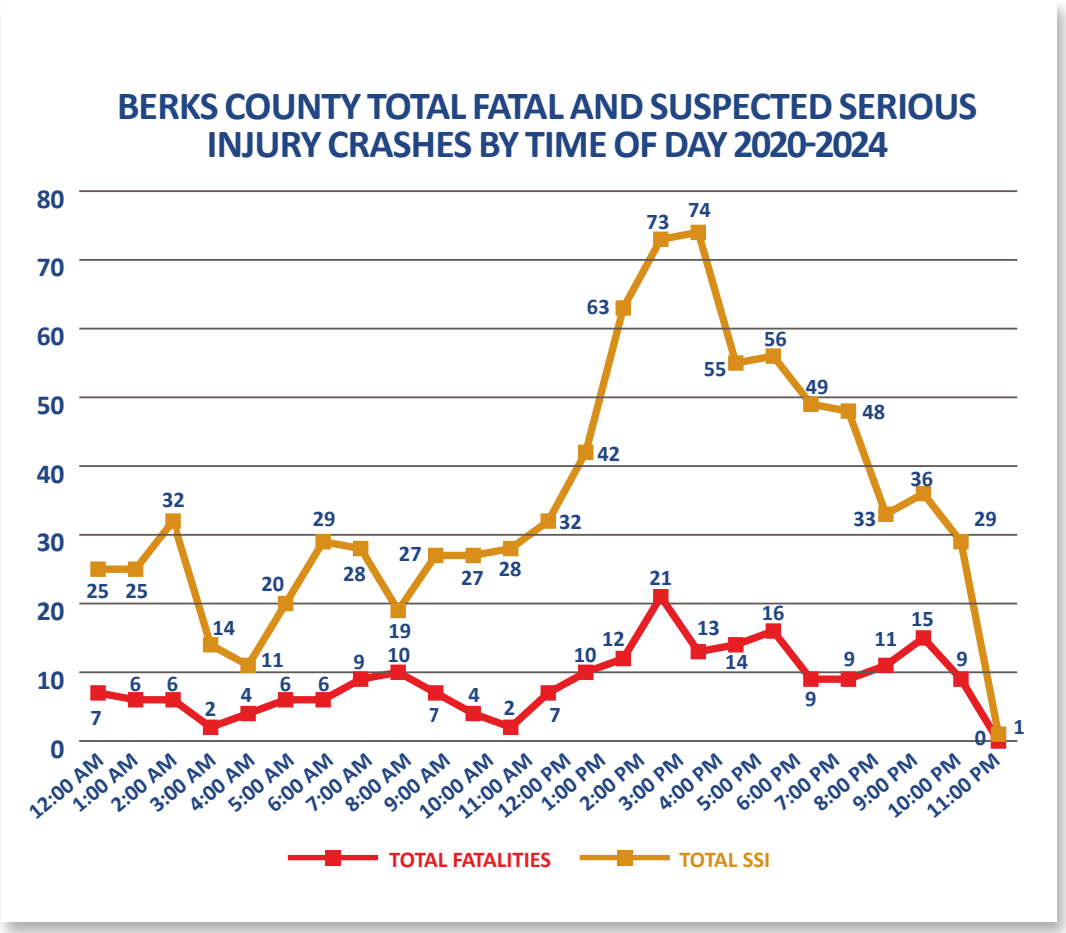
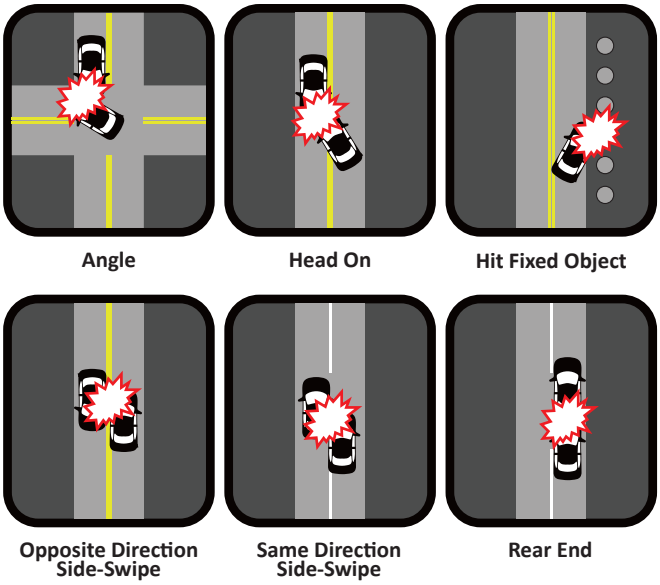
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
UNKNOWN


BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS
INJURY CRASHES BY TIME OF DAY 2020-2024
80
70
60
50
40
30
20
10
0
25 25 32 14 11 20 29 28 27 27 28 32 42 63 73 74 55 56 49 48 33 36 29 1
7 6 6 2 4 6 6 9 10 7 4 2 7 10 12 21 13 14 16 9 9 11 15 9 0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
TOTAL FATALITIES
TOTAL SSI

BERKS COUNTY CRASHES BY COLLISION TYPE FROM 2020-2024

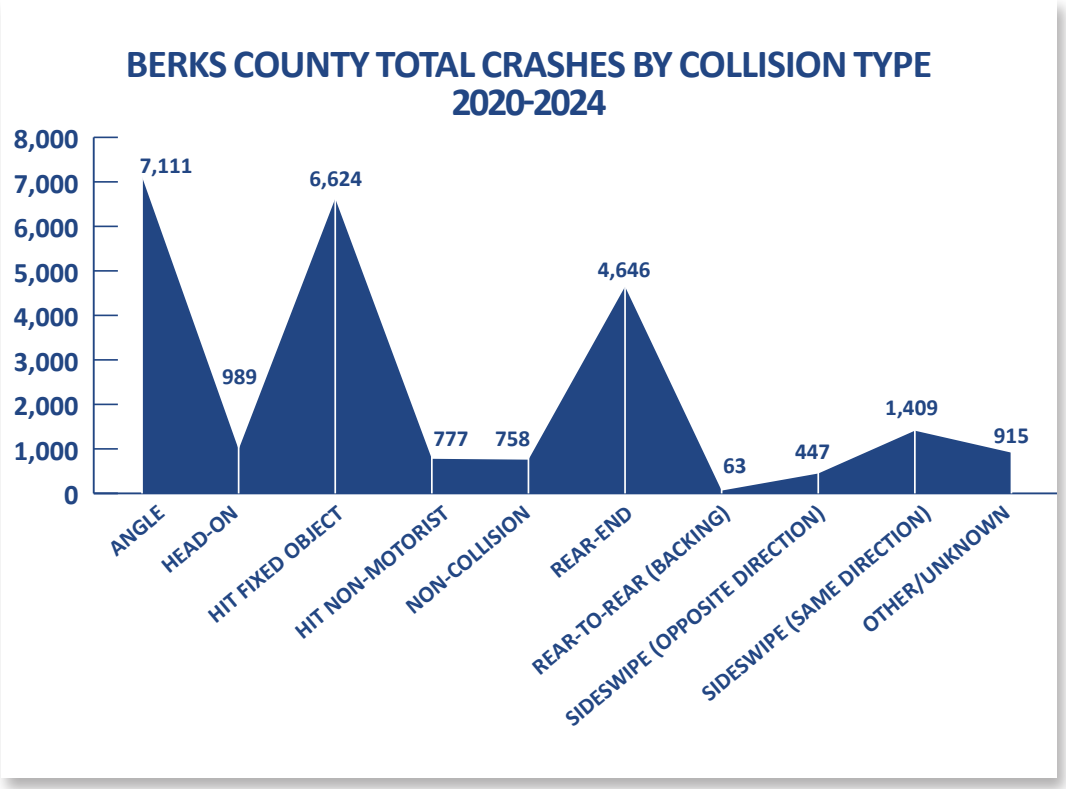
Angle crashes were the most predominant crash type between 2020 and 2024. Hit fixed object crashes were the 2nd most predominant crash type between 2020 and 2024. Overall, the majority of crashes involved hitting a fixed object, angle, and rear-end collisions. Fatal and suspected serious injury crashes were greater among these three crash types, as well as among hit non-motorist and head-on collision types. Between 2020 and 2024, crashes that involved hitting a non-motorist increased 39 percent and rear-to-rear (backing) crashes decreased by 21.43 percent.

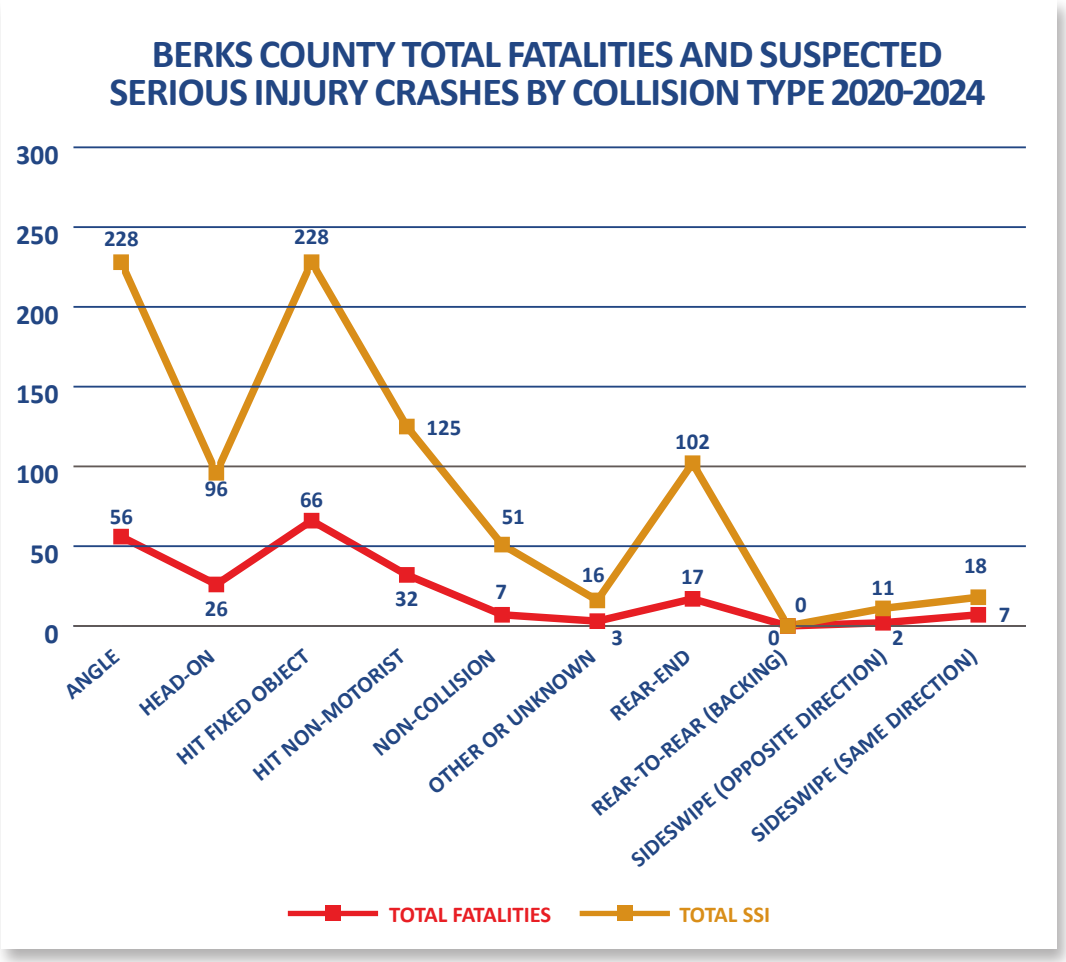


BERKS COUNTY CRASHES BY COLLISION TYPE FROM 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
Angle	1,223	1,457	1,515	1,459	1,457	7,111	19.13%
Head-on	219	233	200	155	182	989	-16.89%
Hit fixed object	1,204	1,354	1,497	1,291	1,278	6,624	6.15%
Hit Non-motorist	140	141	146	155	195	777	39.29%
Non-Collision	154	162	152	162	128	758	-16.88%
Rear-end	864	972	931	917	962	4,646	11.34%
Rear-to-rear (Backing)	14	11	15	12	11	63	-21.43%
Sideswipe (Opposite Direction)	101	98	84	84	80	447	-20.79%
Sideswipe (Same Direction)	269	334	283	280	243	1,409	-9.67%
Other/Unknown	172	157	166	209	211	915	22.67%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.88%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES BY COLLISION TYPE
2020-2024
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
7,111
989
6,624
777
758
4,646
63
447
1,409
915
ANGLE
HEAD-ON
HIT FIXED OBJECT
HIT NON-MOTORIST
NON-COLLISION
REAR-END
REAR-TO-REAR (BACKING)
SIDESWIPE (OPPOSITE DIRECTION)
SIDESWIPE (SAME DIRECTION)
OTHER/UNKNOWN


BERKS COUNTY TOTAL FATALITIES AND SUSPECTED
SERIOUS INJURY CRASHES BY COLLISION TYPE 2020-2024
300
250
200
150
100
50
0
228
96
228
125
51
16
102
0
11
18
56
26
66
32
7
3
17
0
2
7
ANGLE
HEAD-ON
HIT FIXED OBJECT
HIT NON-MOTORIST
NON-COLLISION
OTHER OR UNKNOWN
REAR-END
REAR-TO-REAR (BACKING)
SIDESWIPE (OPPOSITE DIRECTION)
SIDESWIPE (SAME DIRECTION)
TOTAL FATALITIES
TOTAL SSI

BERKS COUNTY CRASHES BY ROAD CONDITION 2020-2024

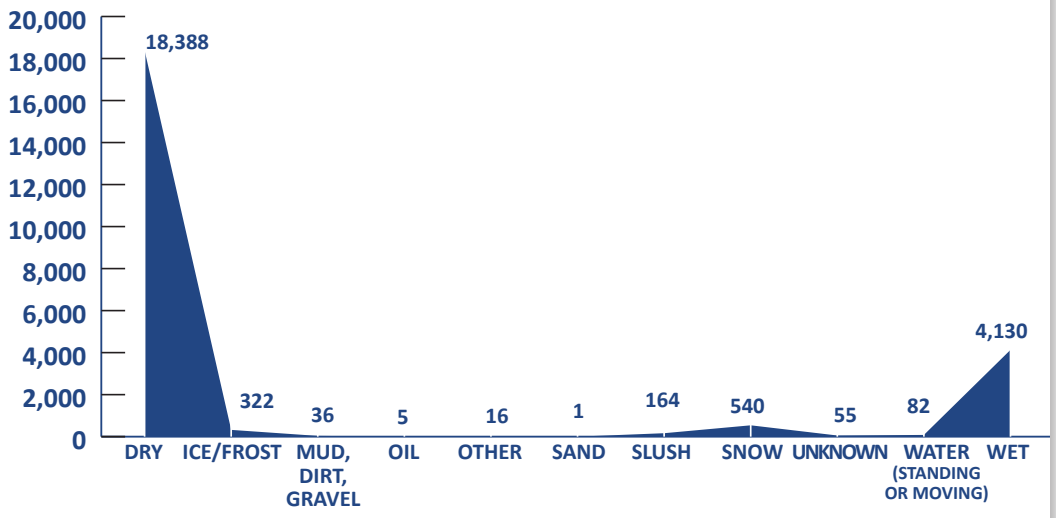
The majority of crashes in Berks County occurred when the road condition was dry. Between 2020 and 2024, dry road conditions accounted for approximately 77% of these total crashes. Crashes involving water (standing or moving) decreased approximately 64 percent from 2020 to 2024. Snow road condition crashes increased approximately 125 percent. Similarly, fatal and suspected serious injury crashes predominantly occurred when road conditions were dry or wet.

BERKS COUNTY CRASHES BY ROAD CONDITION 2020-2024

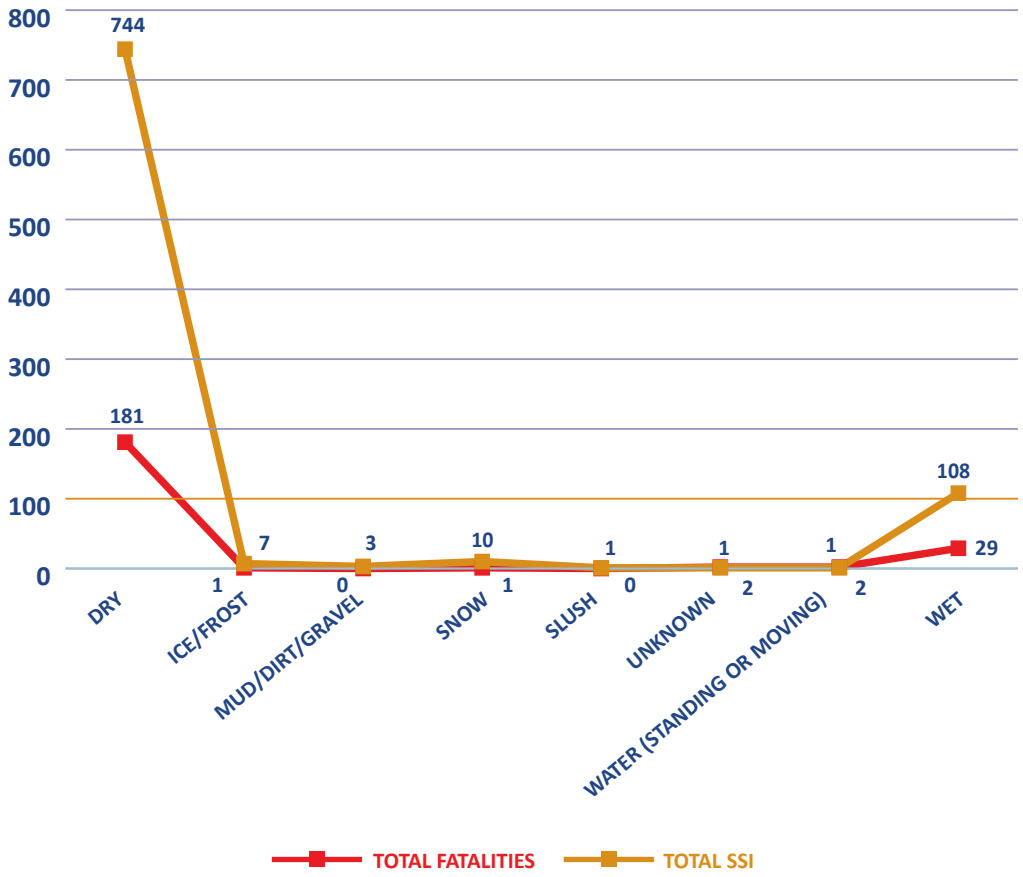
	2020	2021	2022	2023	2024	Total	% Change
Dry	3,222	3,964	3,783	3,753	3,666	18,388	13.78%
Ice/Frost	73	63	110	28	48	322	-34.25%
Mud, Dirt, Gravel	6	12	8	1	9	36	50.00%
Oil	1	1	0	2	1	5	0.00%
Other	0	4	6	4	2	16	200.00%
Sand	0	0	0	1	0	1	0.00%
Slush	21	36	61	8	38	164	80.95%
Snow	77	111	140	39	173	540	124.68%
Unknown	13	12	12	10	8	55	-38.46%
Water (Standing or Moving)	22	15	18	19	8	82	-63.64%
Wet	925	701	851	859	794	4,130	-14.16%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.88%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY ROAD CONDITION 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY ROAD CONDITION 2020-2024



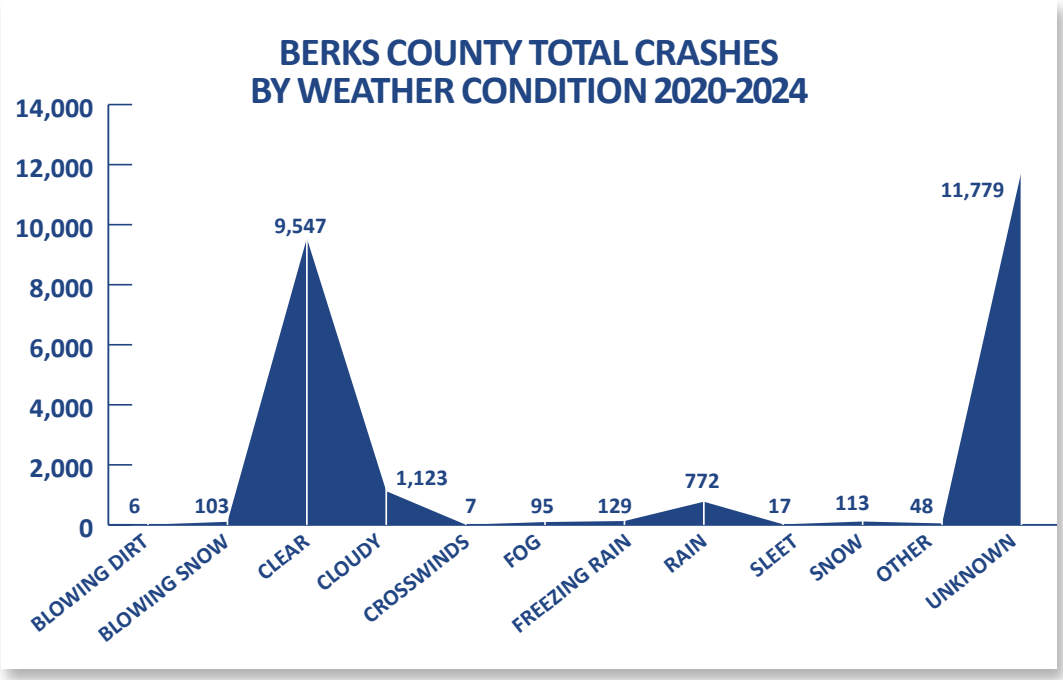
BERKS COUNTY CRASHES BY WEATHER CONDITION 2020-2024

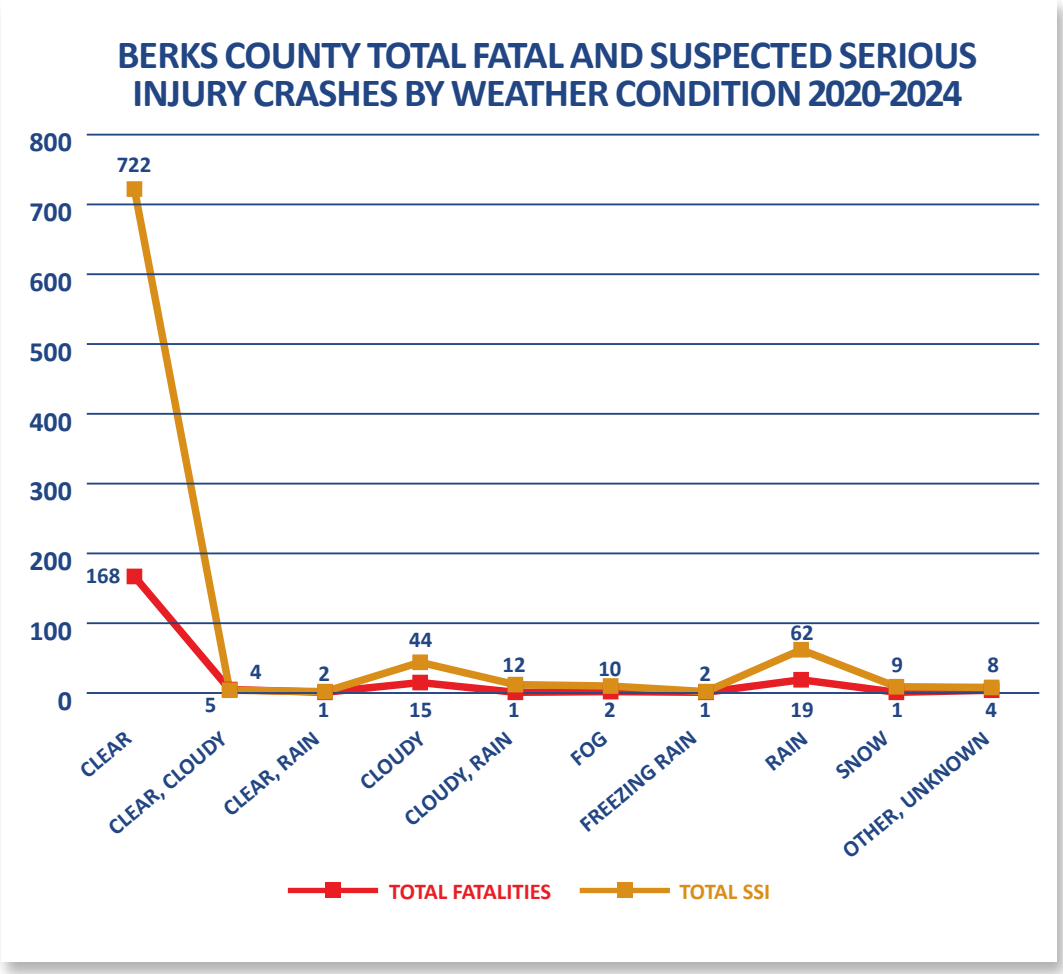
Weather events impact all modes of transportation. While rain and snow can be contributing factors to crash events, the highest incidence of crashes in Berks County between 2020 and 2024 occurred on clear days (excluding unknown weather conditions). Fatal and serious Injury crashes by weather condition proportionally relate to the overall total number of clear day crashes by weather condition during this 5-year period accounting for approximately 81 percent of the total fatal and SSI number of clear day crashes by weather condition.

BERKS COUNTY CRASHES BY WEATHER CONDITION 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
Blowing Dirt	0	2	2	0	2	6	200.00%
Blowing Snow	18	11	40	9	25	103	38.89%
Clear	1,668	2,037	2,020	1,913	1,909	9,547	14.45%
Cloudy	191	193	225	255	259	1,123	35.60%
Crosswind	0	1	4	1	1	7	100.00%
Fog	25	14	20	12	24	95	-4.00%
Freezing Rain	21	19	49	10	30	129	42.86%
Rain	149	122	166	176	159	772	6.71%
Sleet	3	3	2	3	6	17	100.00%
Snow	9	27	22	12	43	113	377.78%
Other	18	7	9	4	10	48	-44.44%
Unknown	**2,258**	**2,483**	**2,430**	**2,329**	**2,279**	**11,779**	**0.93%**
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.88%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES
BY WEATHER CONDITION 2020-2024
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
6
103
9,547
1,123
7
95
129
772
17
113
48
11,779
BLOWING DIRT
BLOWING SNOW
CLEAR
CLOUDY
CROSSWINDS
FOG
FREEZING RAIN
RAIN
SLEET
SNOW
OTHER
UNKNOWN


BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS
INJURY CRASHES BY WEATHER CONDITION 2020-2024
800
700
600
500
400
300
200
100
0
722
168
5
4
1
2
15
44
1
12
2
10
1
2
19
62
1
9
4
8
CLEAR
CLEAR, CLOUDY
CLEAR, RAIN
CLOUDY
CLOUDY, RAIN
FOG
FREEZING RAIN
RAIN
SNOW
OTHER, UNKNOWN
TOTAL FATALITIES
TOTAL SSI

BERKS COUNTY CRASHES BY ILLUMINATION FROM 2020-2024

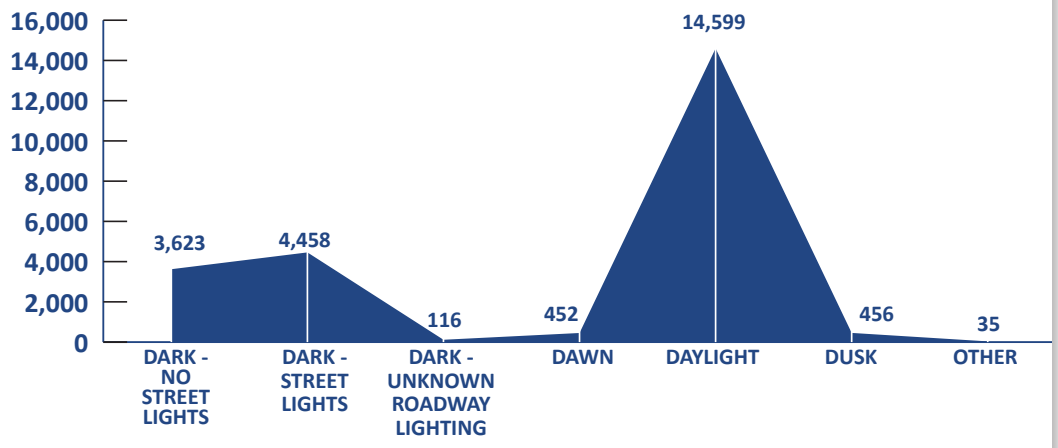
Similar to crashes by weather, the majority of crashes in Berks County between 2020 and 2024 occurred during daylight hours. Crashes that occurred during daylight hours accounted for approximately 62% of the total number of crashes during this time period. Fatalities and SSI crashes show a similar trend to the total number of crashes in that the greatest number of these types of crashes occurred in daylight. Approximately 58% of fatalities and SSI crashes occurred in the daylight.

BERKS COUNTY CRASHES BY ILLUMINATION 2020-2024

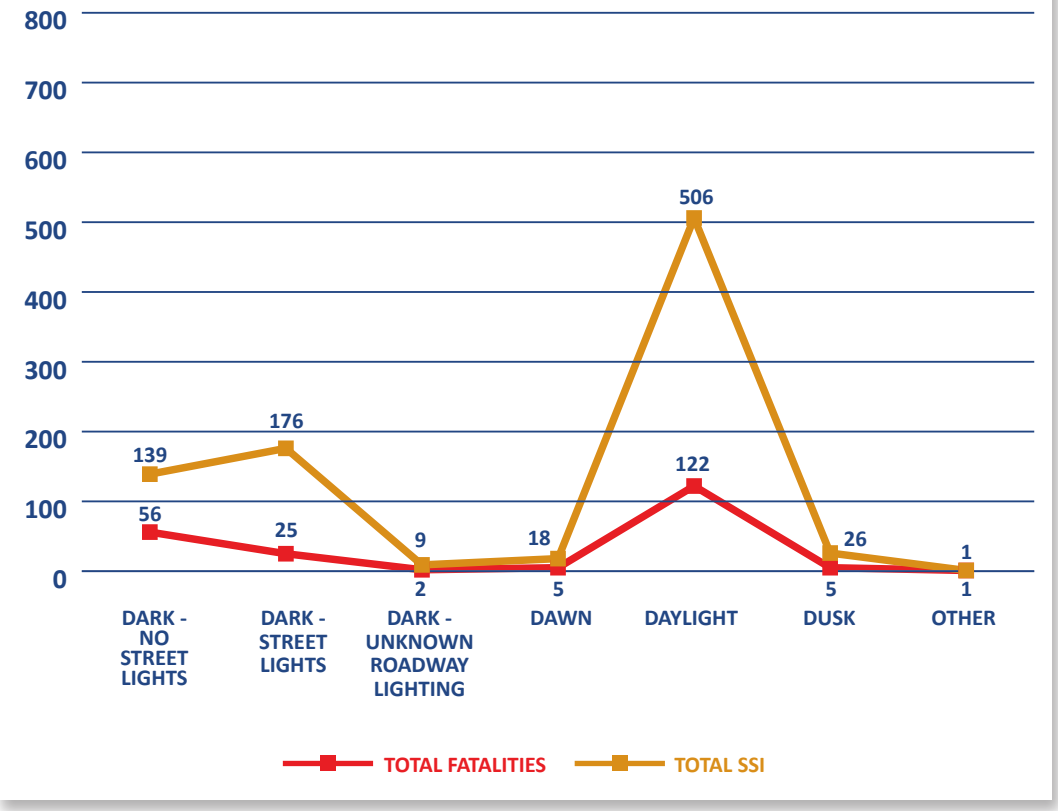
	2020	2021	2022	2023	2024	Total	% Change
Dark - No Street Lights	629	797	762	748	687	3,623	9.2%
Dark - Street Lights	785	925	929	868	951	4,458	21.1%
Dark - Unknown Roadway Lighting	16	34	24	25	17	116	6.3%
Dawn	70	101	98	92	91	452	30.0%
Daylight	2,772	2,970	3,091	2,891	2,875	14,599	3.7%
Dusk	78	84	79	93	122	456	56.4%
Other	10	8	6	7	4	35	-60.0%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.9%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY ILLUMINATION 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY ILLUMINATION 2020-2024



BERKS COUNTY CRASHES BY DRIVING BEHAVIOR 2020-2024

Driving behavior plays a major role in crash trends in Berks County. In many instances, crashes involving driving behaviors could be avoidable. Aggressive driving, speeding, and distracted driving continue to be the largest contributors to crashes in Berks County. Generally, vehicle manufacturers now include hands-free technology for cell phones as part of their standard vehicle package. Additional technology is also becoming standard such as navigation and weather applications.

Over this 5-year period, crashes involving distracted driving decreased 5.6 percent, while aggressive driving increased 68 percent and aggressive driving (old definition) increased approximately 13 percent.

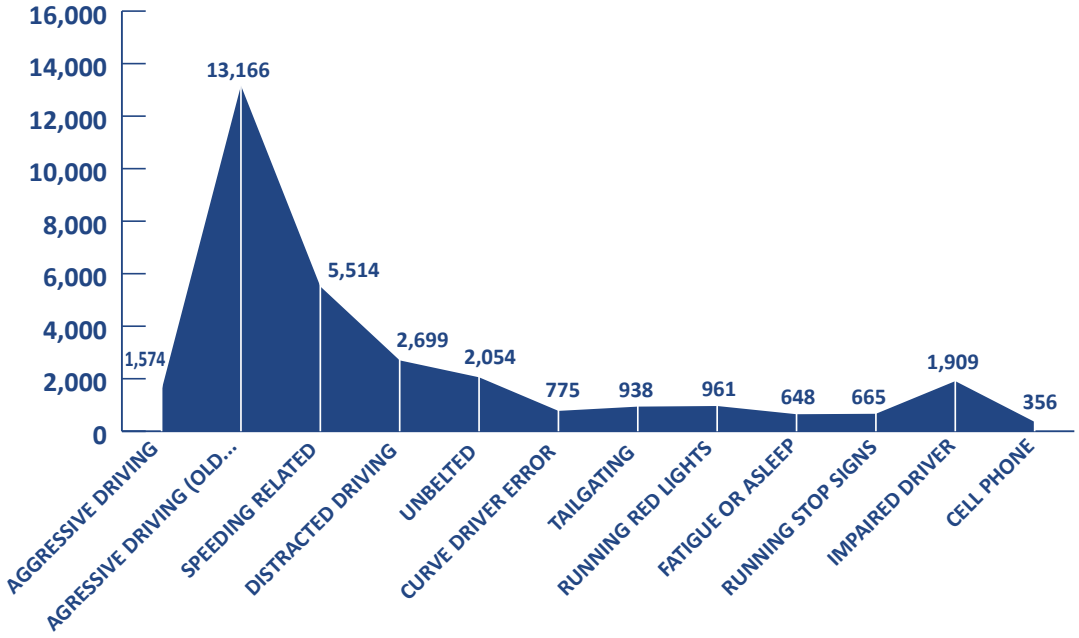
Crashes involving drivers using a cell phone or hands-free device increased 130.2 percent from 2020 to 2024. In June 2025, Pennsylvania's distracted driving law, known as Paul Millers Law, became effective which bans the use of an interactive mobile device while driving.

BERKS COUNTY CRASHES BY DRIVING BEHAVIOR 2020-2024

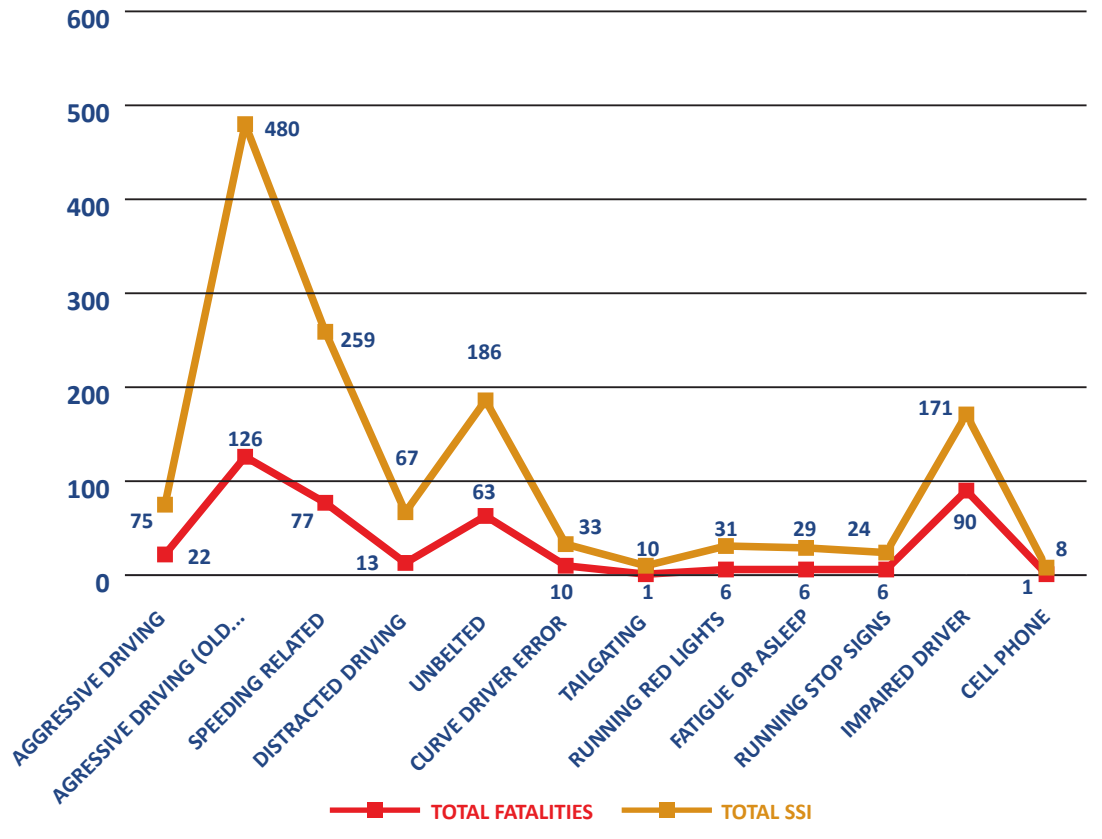
	2020	2021	2022	2023	2024	Total	% Change
Aggressive Driving	245	292	308	317	412	1,574	68.2%
Aggressive Driving (Old Definition)	2,396	2,691	2,798	2,581	2,700	13,166	12.7%
Speeding Related	1,110	1,086	1,149	1,069	1,100	5,514	-0.9%
Distracted Driving	520	644	529	515	491	2,699	-5.6%
Unbelted	451	448	430	372	353	2,054	-21.7%
Curve Driver Error	124	156	141	158	196	775	58.1%
Tailgating	162	195	186	169	226	938	39.5%
Running Red Lights	194	203	211	167	186	961	-4.1%
Fatigue or Asleep	117	140	124	154	113	648	-3.4%
Running Stop Sign	125	152	133	138	117	665	-6.4%
Impaired Driver	356	445	402	370	336	1,909	-5.6%
Cell Phone	43	46	82	86	99	356	130.2%
Total	**5,843**	**6,498**	**6,493**	**6,096**	**6,329**	**31,259**	**8.3%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY DRIVING BEHAVIOR 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY DRIVING BEHAVIOR 2020-2024



BERKS COUNTY CRASHES BY YOUNG AND MATURE DRIVERS 2020-2024

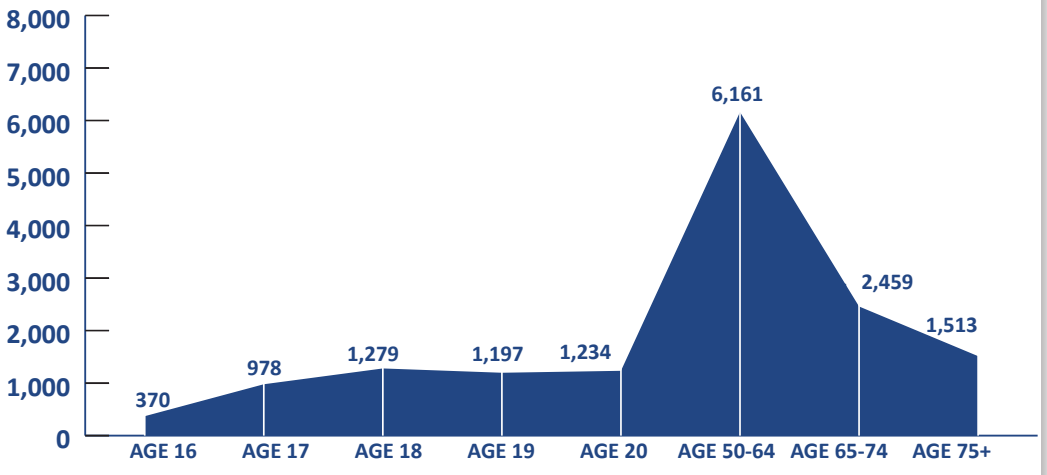
Young and mature populations are considered at-risk drivers. Younger drivers are less experienced and less mature which contributes to the higher crash rate among that age group. Mature drivers are in crashes at a higher rate due to visual, cognitive and physical skill deterioration. A common theme is the rise of elderly drivers on the road. The number of mature drivers will continue to increase, eventually outnumbering the younger drivers, as the baby boomer generation continues to age. Safety programs aimed towards mature drivers has aided in the reduction of crashes by this age group. Pennsylvania driver licensing requirements have aided in reducing crashes among age 16 population. However, this age group as well as age 17 group shows the greatest increase in crashes by 30.3 percent and 34 percent respectively from 2020 to 2024. The 50-64 age group continues to have the highest number of total crashes across the 5-year period. Similarly, fatalities and SSI among the 50-64 age group accounted for approximately 45% of the total fatalities and SSI that occurred amongst at-risk drivers between 2020 and 2024.

BERKS COUNTY CRASHES BY YOUNG AND MATURE DRIVERS 2020-2024

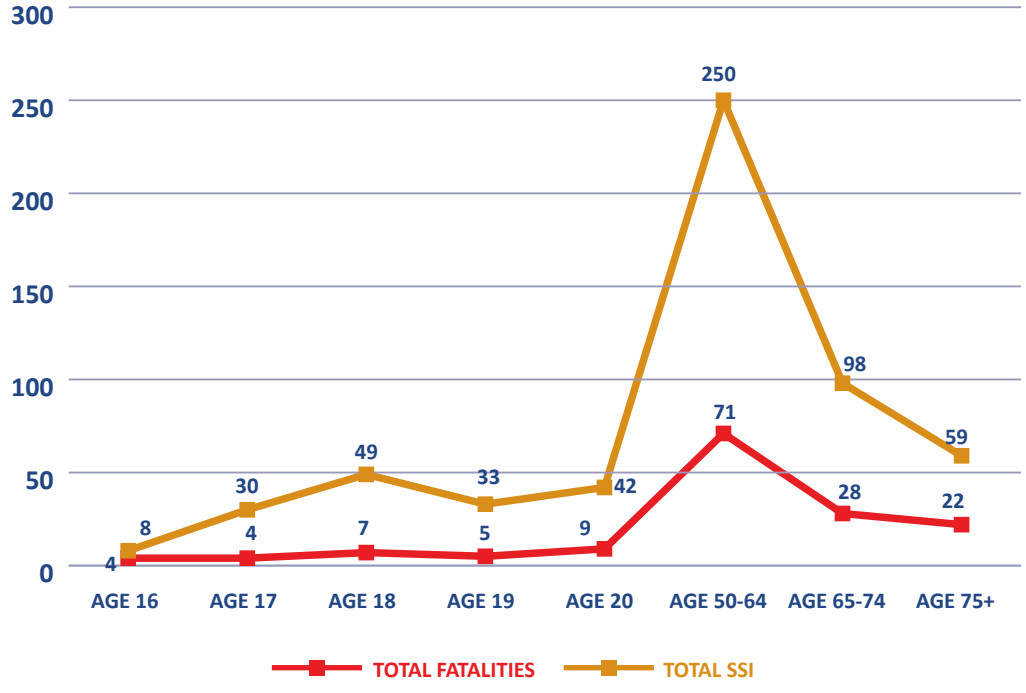
	2020	2021	2022	2023	2024	Total	% Change
Age 16	66	64	70	84	86	370	30.3%
Age 17	159	190	218	198	213	978	34.0%
Age 18	234	263	276	248	258	1,279	10.3%
Age 19	214	249	255	225	254	1,197	18.7%
Age 20	239	258	251	246	240	1,234	0.4%
Age 50-64	1,127	1,302	1,300	1,177	1,255	6,161	11.4%
Age 65-74	**441**	**487**	**534**	**486**	**511**	**2,459**	**15.9%**
Age 75+	259	300	318	323	313	1,513	20.8%
Total	**2,739**	**3,113**	**3,222**	**2,987**	**3,130**	**15,191**	**14.3%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY YOUNG AND MATURE DRIVERS 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY YOUNG AND MATURE DRIVERS 2020-2024



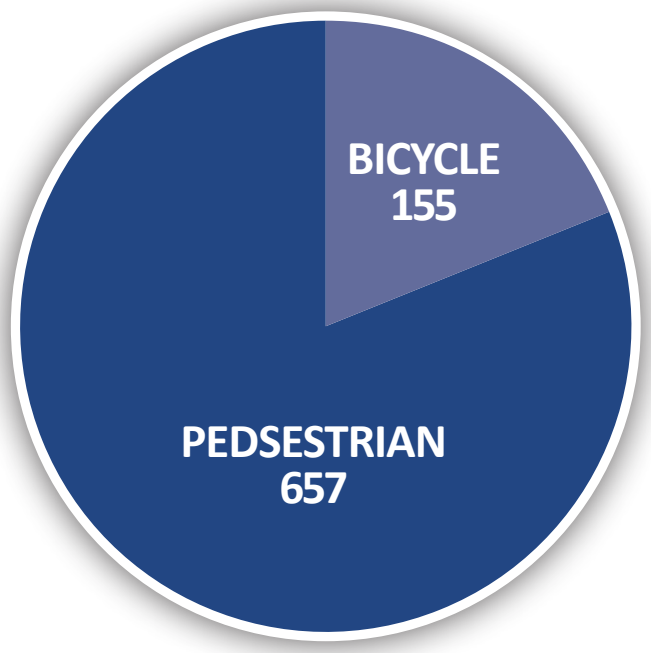
BERKS COUNTY VULNERABLE ROAD USER CRASHES 2020-2024

Vulnerable Road Users (VRU) are individuals that are using the road without a vehicle surrounding them for protection. These generally consist of pedestrians and bicyclists. Motorcycle crashes are addressed in the next table. Strides have been made in reducing VRU crashes since 2020. Pedestrian crashes have increased 25.4 percent since 2020 while crashes involving bicyclists increased 100 percent from 2020 to 2024. Crashes involving pedestrians experienced the greatest severity with a total of 144 fatalities and SSI from 2020 to 2024.

BERKS COUNTY VULNERABLE ROAD USER CRASHES 2020-2024

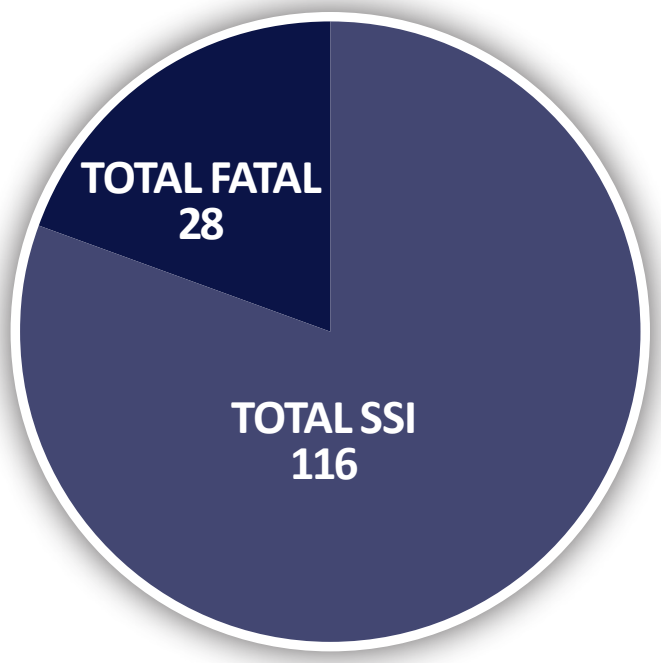
	2020	2021	2022	2023	2024	Total	% Change
Pedestrian	122	124	134	124	153	657	25.4%
Bicycle	25	21	22	37	50	155	100.0%
Total	147	145	156	161	203	812	38.1%

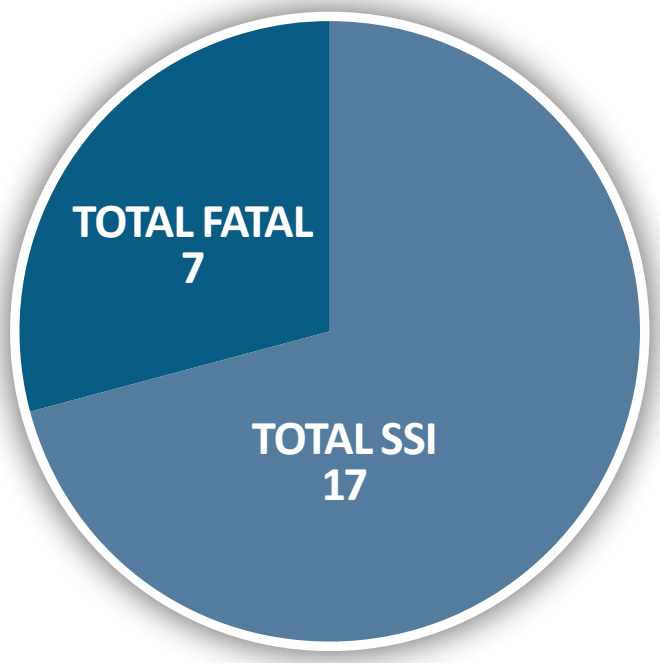
Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024



BERKS COUNTY TOTAL VULNERABLE ROAD USER CRASHES 2020-2024

BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES INVOLVING PEDESTRIANS 2020-2024





BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES INVOLVING BICYCLISTS 2020-2024

BERKS COUNTY CRASHES BY VEHICLE TYPE 2020-2024

Crashes involving school buses increased decreased 33 percent and crashes involving motorcycles increased nearly 14 percent from 2020 to 2024. The greatest number of crashes occurred among commercial vehicles and heavy trucks accounting for approximately 80% of the total crashes in Berks County among these 5 types of vehicles. Given that the county interstate system is a major freight corridor, and freight moved by commercial vehicles and heavy trucks has increased since 2020, it's not surprising to see an increase in commercial vehicle crashes. Heavy truck related crashes increased nearly 10% from 2020 to 2024.

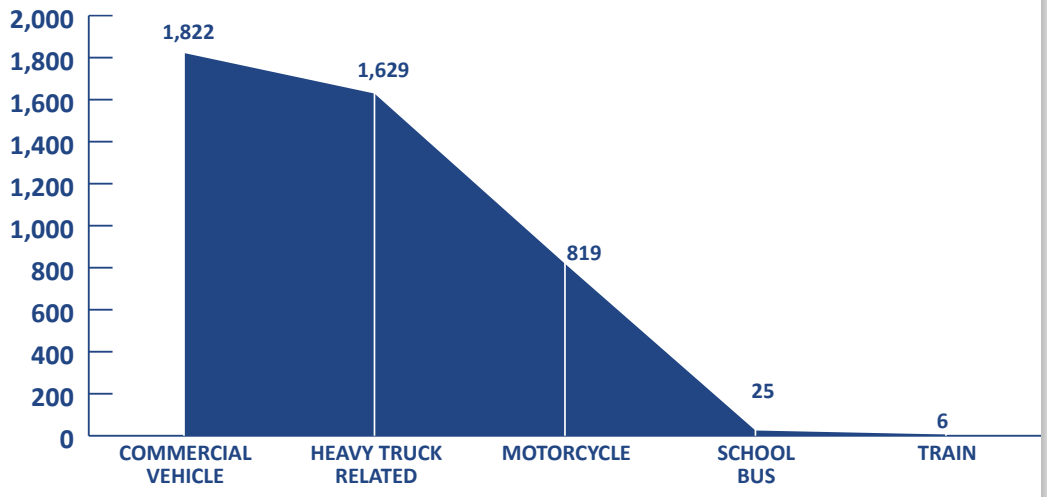
Despite the high percentage of crashes involving commercial vehicles and heavy trucks, crashes involving motorcycles had a higher number of fatalities and SSI between 2020 and 2024. Approximately 56% of the total fatalities and SSI for these 5 vehicle types involved motorcycles. According to state regulations, 'Pennsylvania Motorcycle Helmet Law requires that any person who operates or rides a motorcycle must wear protective headgear unless he or she is 21 years of age or older and has either two years of riding experience or has completed a motorcycle safety course approved by PennDOT or the Motorcycle Safety Foundation.'

BERKS COUNTY CRASHES BY VEHICLE TYPE 2020-2024

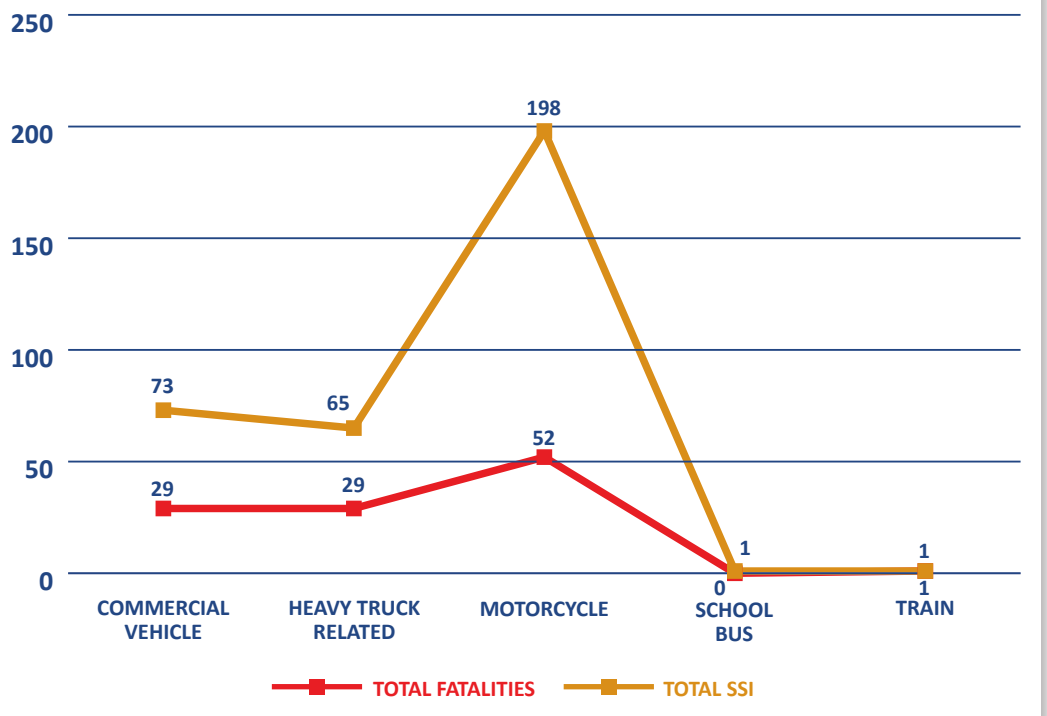
	2020	2021	2022	2023	2024	Total	% Change
Commercial Vehicle	281	377	431	367	366	1,822	30.2%
Heavy Truck Related	276	357	392	301	303	1,629	9.8%
Motorcycle	146	151	163	193	166	819	13.7%
School Bus	3	4	6	10	2	25	-33.3%
Train	0	1	0	3	2	6	200.0%
Total	**706**	**889**	**992**	**871**	**837**	**4,295**	**18.6%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY VEHICLE TYPE 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY VEHICLE TYPE 2020-2024



BERKS COUNTY CRASHES BY ROAD OWNERSHIP 2020-2024

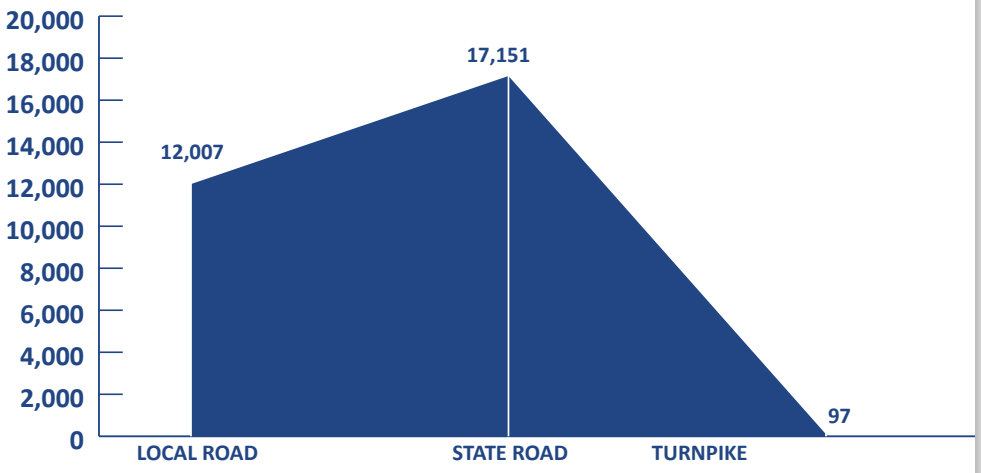
According to PA Highway Statistics for 2024, there were approximately 2,413 miles of local roads, 873 miles of state roads, 5 miles of turnpike roads, and 2 miles of other agency roads which includes state and federal agency miles in Berks County. Considering that state owned roadways generally carry more traffic than local roadways in Berks County, it's not surprising that the majority of crashes occurred on them between 2020 and 2024. Similarly, a higher incidence of fatalities and SSI occurred on state owned roadways accounting for 60% of the total fatal and SSI crashes from 2020 to 2024. Since there are only a few miles of turnpike owned or maintained roadways in Berks County, it is evident that there would be fewer number of crashes on them.

BERKS COUNTY CRASHES BY ROAD OWNERSHIP 2020-2024

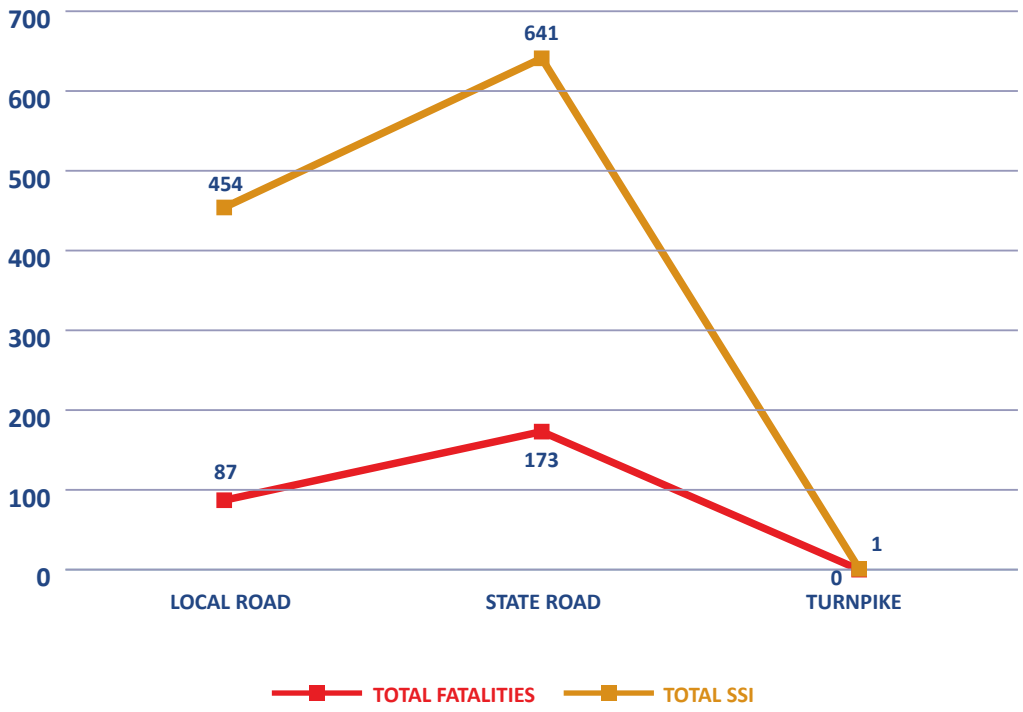
	2020	2021	2022	2023	2024	Total	% Change
Local Road	2,255	2,479	2,503	2,428	2,342	12,007	3.9%
State Road	3,127	3,550	3,640	3,377	3,457	17,151	10.6%
Turnpike	16	23	19	21	18	97	12.5%
Total	**5,398**	**6,052**	**6,162**	**5,826**	**5,817**	**29,255**	**7.8%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY ROAD OWNERSHIP 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY ROAD OWNERSHIP 2020-2024



BERKS COUNTY CRASHES BY INTERSECTION TYPE 2020-2024

The 3 types of intersections with the highest incidence of crashes were the four way intersection, mid-block intersection, and T intersection. Mid-block intersections have the greatest number of crashes accounting for approximately 58% of the total crashes in Berks County between 2020 and 2024. Similarly, the majority of crashes by intersection control device occurred at unsignalized intersections. Roundabouts are an intersection type that have proven to reduce fatalities and SSI. While crashes may occur in roundabouts, the slower speeds required in them generally minimizes the severity of the crash. Between 2020 and 2024, there was one fatality and one SSI that occurred at roundabouts in Berks County.

BERKS COUNTY CRASHES BY INTERSECTION TYPE 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
Crossover	0	0	3	0	0	3	0%
Four Way Intersection	1,026	1,198	1,214	1,131	1,061	5,630	3.4%
L Intersection	9	10	10	7	13	49	44.4%
Mid-block	2,584	2,879	2,878	2,729	2,750	13,820	6.4%
Multi-leg Intersection	28	40	21	17	35	141	25.0%
Off Ramp	47	36	81	36	51	251	8.5%
On Ramp	75	79	117	96	78	445	4.0%
Railroad Crossing	0	1	2	4	3	10	300.0%
Roundabout	16	19	36	25	30	126	87.5%
T Intersection	495	568	529	557	607	2,756	22.6%
Traffic Circle	1	4	3	2	2	12	100.0%
Y Intersection	79	85	95	120	117	496	48.1%
Other	0	0	0	0	0	0	0.0%
Total	**4,360**	**4,919**	**4,989**	**4,724**	**4,747**	**23,739**	**8.9%**

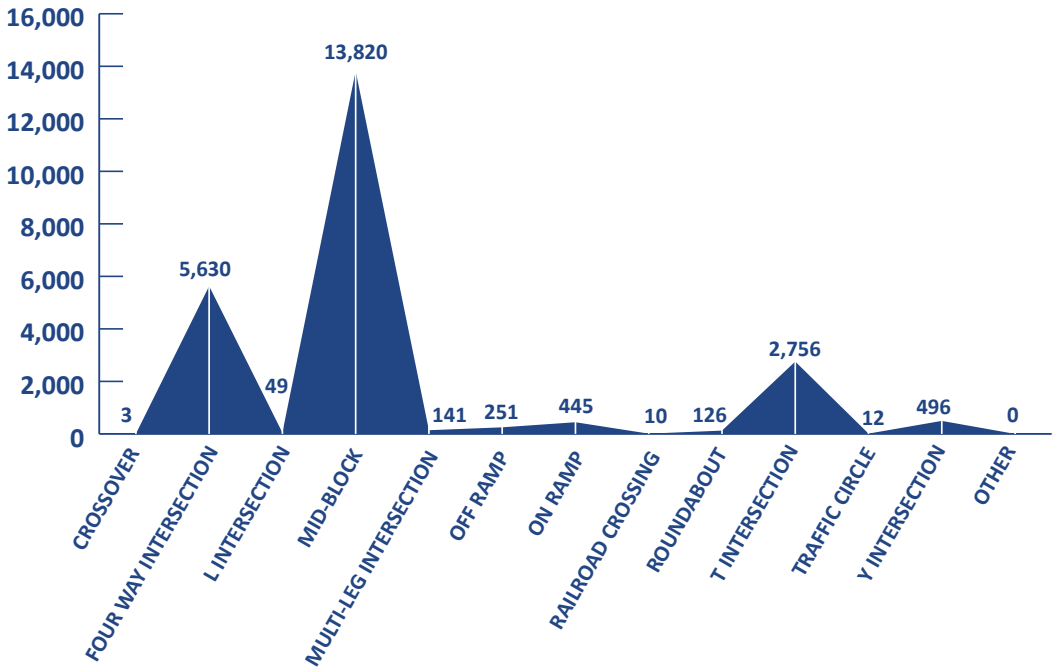
Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY CRASHES BY INTERSECTION CONTROL TYPE 2020-2024

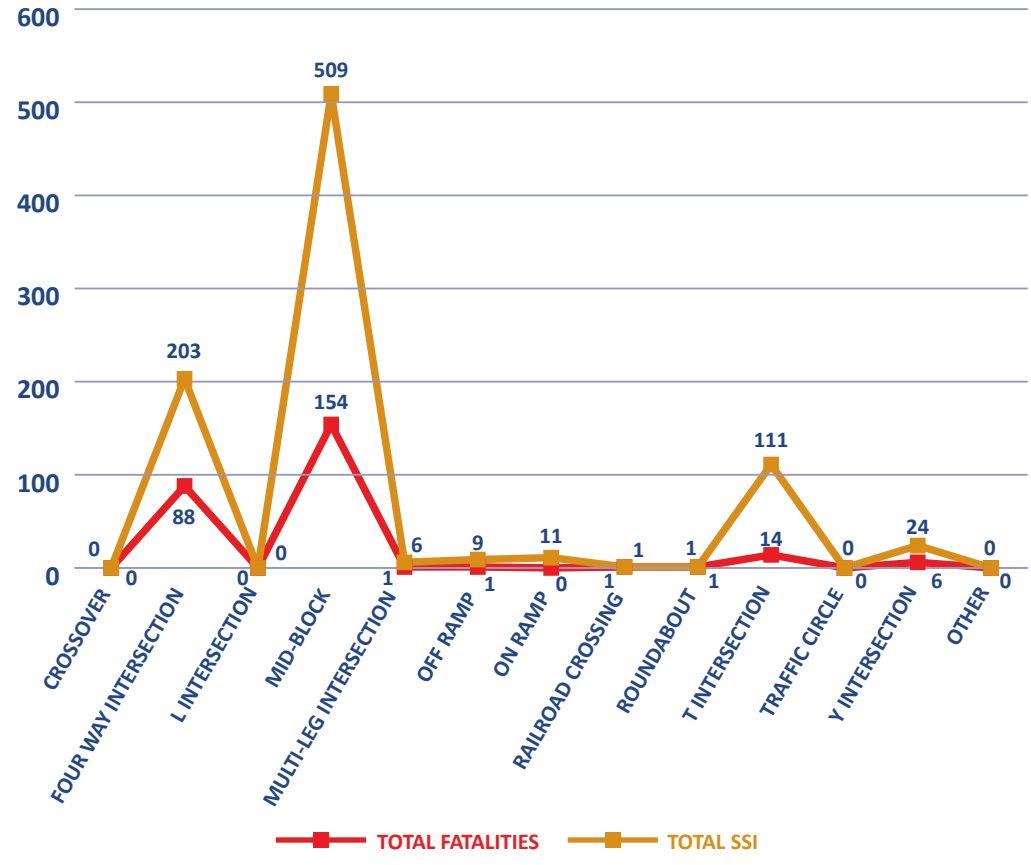
	2020	2021	2022	2023	2024	Total	% Change
Signalized Intersection	660	769	780	713	738	3,660	11.8%
Stop Controlled	543	704	665	689	692	3,293	27.4%
Unsignalized Intersection	1,116	1,271	1,331	1,282	1,259	6,259	12.8%
Total	**2,319**	**2,744**	**2,776**	**2,684**	**2,689**	**13,212**	**16.0%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

BERKS COUNTY TOTAL CRASHES BY INTERSECTION TYPE 2020-2024



BERKS COUNTY TOTAL FATAL AND SUSPECTED SERIOUS INJURY CRASHES BY INTERSECTION TYPE 2020-2024



BERKS COUNTY CRASHES IN WORK ZONES BY WORK ZONE TYPE 2020-2024

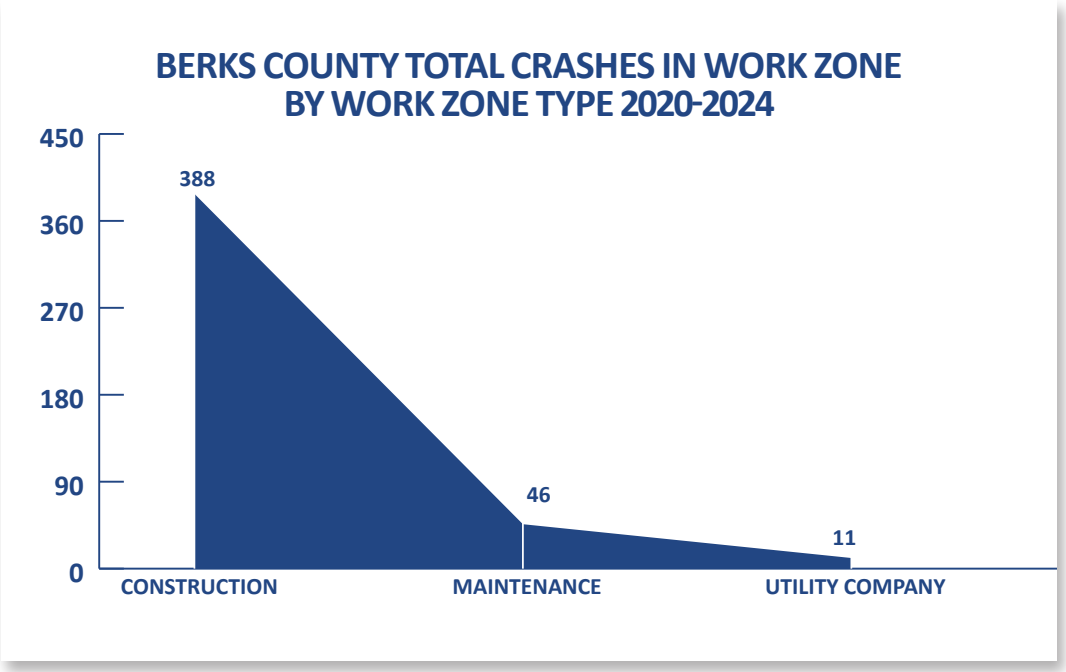
Crashes in work zones are a major concern as the majority of them could be avoided if drivers abide by signage and follow the lower speeds implemented in active work zones. In an effort to combat crashes in active work zones, Pennsylvania implemented the Automated Work Zone Speed Enforcement (AWZSE) program in March 2020. Vehicle mounted systems are used to record drivers that exceed posted work zone speed limits by 11 miles per hour or more. The pilot program aimed at reducing driver speeds in work zones and improving driver behaviors in work zones to save worker and traveler lives, promote work zone safety, and complement existing enforcement by the Pennsylvania State Police. In late 2023, Governor Josh Shapiro signed House Bill 1283, establishing Act 38 of 2023 which made the newly named Work Zone Speed Safety Camera (WZSSC) program a permanent tool to improve work zone safety on appropriate PennDOT and PA Turnpike roadways. The program became effective on February 15, 2024.

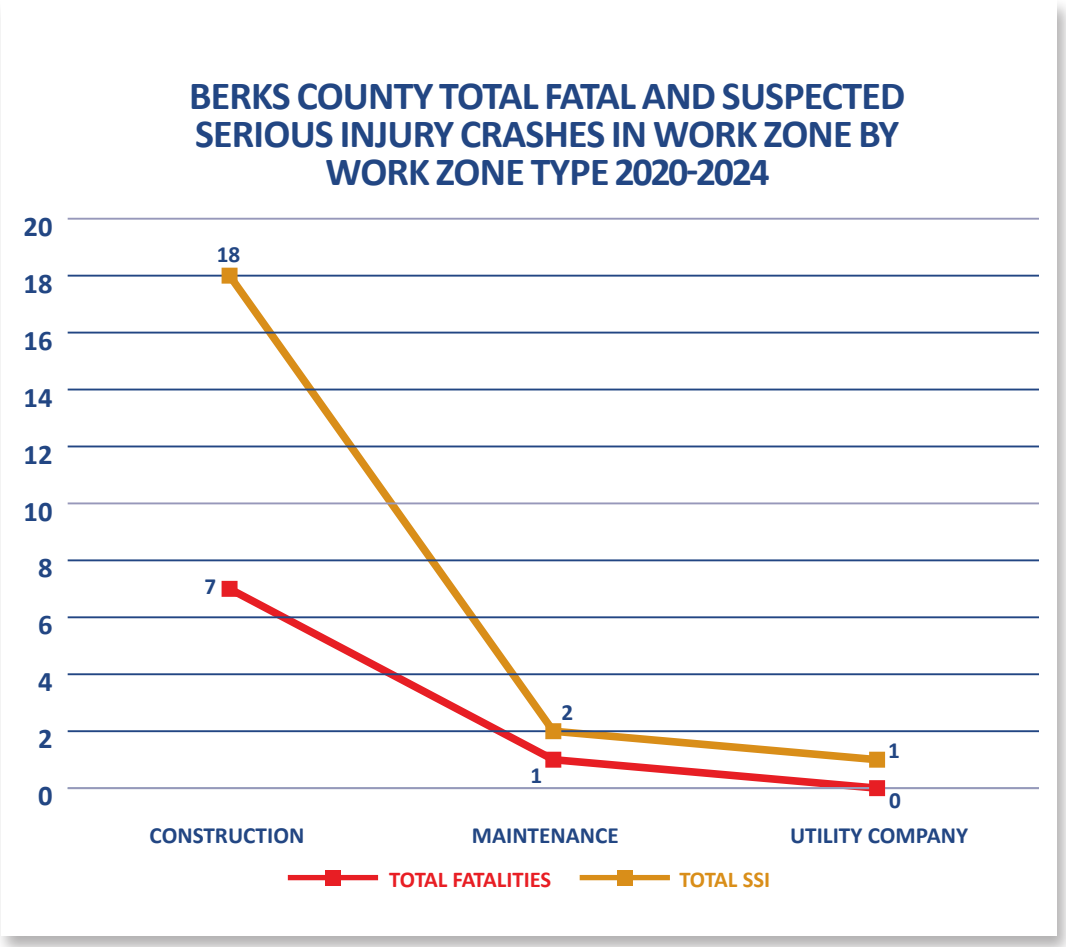
Excluding the unknown crashes in this category, the construction work zone type experienced the greatest number of crashes on Berks County roadways between 2020 and 2024. As a result, fatalities and SSI in this work zone type account for approximately 86% of the total fatalities and SSI crashes by work zone type among construction, maintenance, and utility company type crashes during this time period.

BERKS COUNTY CRASHES IN WORK ZONE BY WORK ZONE TYPE 2020-2024

	2020	2021	2022	2023	2024	Total	% Change
Construction	68	124	88	59	49	388	-27.9%
Maintenance	7	15	9	9	6	46	-14.3%
Utility Company	3	2	0	3	3	11	0.0%
Total	**78**	**141**	**97**	**71**	**58**	**445**	**-25.6%**

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024


BERKS COUNTY TOTAL CRASHES IN WORK ZONE
BY WORK ZONE TYPE 2020-2024
450
360
270
180
90
0
388
46
11
CONSTRUCTION
MAINTENANCE
UTILITY COMPANY

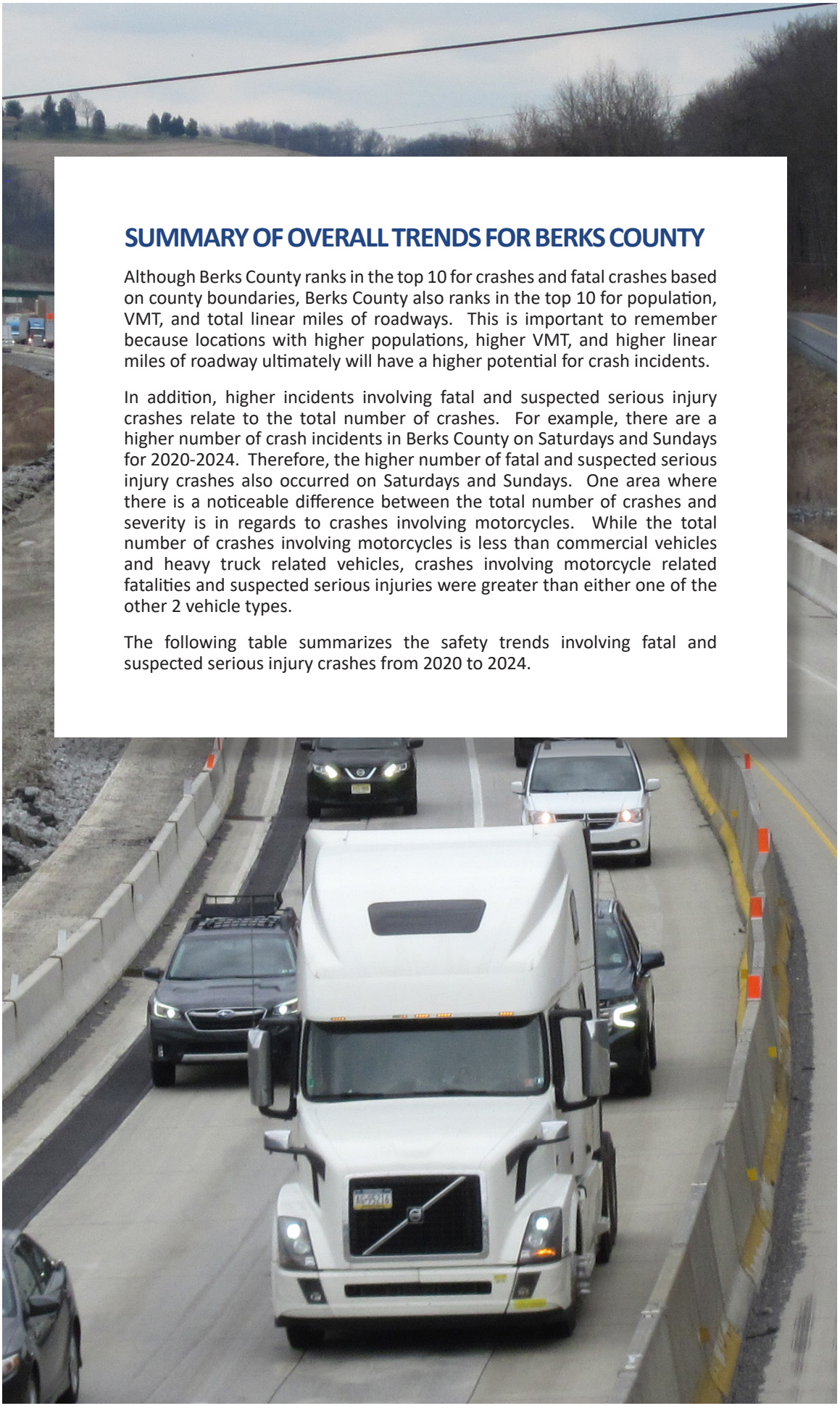

BERKS COUNTY TOTAL FATAL AND SUSPECTED
SERIOUS INJURY CRASHES IN WORK ZONE BY
WORK ZONE TYPE 2020-2024
20
18
16
14
12
10
8
6
4
2
0
18
7
2
1
1
0
CONSTRUCTION
MAINTENANCE
UTILITY COMPANY
TOTAL FATALITIES
TOTAL SSI

OVERALL 5 YEAR SEVERITY TRENDS IN BERKS COUNTY

When comparing Berks County 5-Year total crashes by severity trends to the trends for Pennsylvania, the trends are relatively similar. Both Injury and Possible Injury crashes decreased across Berks County and the state between the 5-year period of 2016-2020 and the 5-year period of 2020-2024. Property Damage Only crashes for the state showed a steady decrease compared to Berks County where property damage only showed increases in both the 2017-2021 and 2018-2022 5-year time periods. Suspected Minor Injuries, Suspected Serious Injuries, and Fatalities for both Berks County and Pennsylvania increased from 2016 to 2024.

5-YEAR TOTAL CRASHES BY TYPE FOR BERKS COUNTY AND PENNSYLVANIA

	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	
Fatal: Berks County	199	204	202	211	216	
Fatal: Pennsylvania	5,324	5,389	5,398	5,427	5,497	
Suspected Serious Injury: Berks County	783	840	880	886	875	
Suspected Serious Injury: Pennsylvania	19,452	20,067	20,590	20,893	20,948	
Suspected Minor Injury: Berks County	4,976	5,234	5,453	5,399	5,386	
Suspected Minor Injury: Pennsylvania	121,727	128,515	134,183	135,464	136,105	
Injury: Berks County	10,318	10,190	9,902	9,702	9,607	
Injury: Pennsylvania	277,322	268,203	258,984	251,141	244,375	
Possible Injury: Berks County	2,468	2,317	1,902	1,858	1,881	
Possible Injury: Pennsylvania	70,031	62,018	53,669	49,383	46,536	
Property Damage Only: Berks County	12,963	13,015	13,195	12,980	12,960	
Property Damage Only: Pennsylvania	315,407	312,312	308,932	300,145	292,832	



SUMMARY OF OVERALL TRENDS FOR BERKS COUNTY

Although Berks County ranks in the top 10 for crashes and fatal crashes based on county boundaries, Berks County also ranks in the top 10 for population, VMT, and total linear miles of roadways. This is important to remember because locations with higher populations, higher VMT, and higher linear miles of roadway ultimately will have a higher potential for crash incidents.

In addition, higher incidents involving fatal and suspected serious injury crashes relate to the total number of crashes. For example, there are a higher number of crash incidents in Berks County on Saturdays and Sundays for 2020-2024. Therefore, the higher number of fatal and suspected serious injury crashes also occurred on Saturdays and Sundays. One area where there is a noticeable difference between the total number of crashes and severity is in regards to crashes involving motorcycles. While the total number of crashes involving motorcycles is less than commercial vehicles and heavy truck related vehicles, crashes involving motorcycle related fatalities and suspected serious injuries were greater than either one of the other 2 vehicle types.

The following table summarizes the safety trends involving fatal and suspected serious injury crashes from 2020 to 2024.

Please note the following text indicates the trend:

- **INCREASING** indicates an increase in the indicator identified crashes from 2020 to 2024 (greater than 5% increase)
- **STEADY** indicates relatively little to no change in the indicator identified crashes from 2020 to 2024 (less than 5% increase or decrease)
- **DECREASING** indicates a decrease in the indicator identified crashes from 2020 to 2024 (greater than 5% decrease)

SAFETY TREND SUMMARY FOR FATAL AND SUSPECTED SERIOUS INJURY CRASHES FROM 2020 TO 2024

INDICATOR NAME	DESCRIPTION	TREND	TREND RATING
Roadway Fatalities	The total number of fatal roadway crashes increased approximately 31% from 2020 to 2024.	INCREASING	
Roadway Suspected Serious Injury	The total number of suspected serious injury roadway crashes did not change from 2020 to 2024.	STEADY	
Impaired Driver Fatalities	The total number of fatal crashes among impaired drivers decreased approximately 30% from 2020 to 2024.	DECREASING	
Impaired Driver Suspected Serious Injury	The total number of suspected serious injury crashes among impaired drivers decreased approximately 40% from 2020 to 2024.	DECREASING	
Vulnerable Road User Fatalities	The total number of fatal crashes among VRUs decreased 14% from 2020 to 2024.	DECREASING	
Vulnerable Road User Suspected Serious Injury	The total number of suspected serious injury crashes among VRUs increased approximately 75% from 2020 to 2024.	INCREASING	
Work Zone Fatalities	There were no work zone fatal crashes in 2020 and 2022. In 2024, there were 3 work zone fatalities.	INCREASING	
Work Zone Suspected Serious Injury	Work zone suspected serious injury crashes increased by 4 in 2024 from a total of 1 in 2020 representing an increase of approximately 400% from 2020 to 2024.	INCREASING	
Motorcyclist Fatalities	Fatal crashes among motorcyclists increased in 2024 representing a 100% increase from 2020.	INCREASING	
Motorcyclist Suspected Serious Injury	Suspected serious injury crashes among motorcyclists increased approximately 15% from 2020 to 2024.	INCREASING	
Lane Departure Fatalities	Lane departure fatal crashes increased from 17 in 2020 to 23 in 2024 representing a 35% increase from 2020 to 2024.	INCREASING	
Lane Departure Suspected Serious Injury	Lane departure suspected serious injury crashes decreased approximately 18% from 2020 to 2024.	DECREASING	
Local Road Fatalities	Local road fatal crashes increased by approximately 118% from 2020 to 2024.	INCREASING	
Local Road Suspected Serious Injury	Local road suspected serious injury crashes decreased approximately 5% from 2020 to 2024.	STEADY	

SAFETY TREND SUMMARY FOR FATAL AND SUSPECTED SERIOUS INJURY CRASHES FROM 2020 TO 2024			
INDICATOR NAME	**DESCRIPTION**	**TREND**	**TREND RATING**
Intersection Fatalities	Fatal crashes at intersections increased approximately 186% from 2020 to 2024.	INCREASING 	
Intersection Suspected Serious Injury	Suspected serious injury crashes at intersections increased approximately 19% from 2020 to 2024.	INCREASING 	
Heavy Truck Related Fatalities	Fatal crashes involving heavy trucks increased by 4 from 2020 to 2024.	INCREASING 	
Heavy Truck Related Suspected Serious Injury	Suspected serious injury crashes involving heavy trucks increased by 1 from 2020 to 2024.	STEADY 	
Young (20 and under) and Mature (65+) Driver Fatalities	Fatal crashes involving young and mature drivers increased approximately 80% from 2020 to 2024.	INCREASING 	
Young (20 and under) and Mature (65+) Driver Suspected Serious Injuries	Suspected serious injury crashes involving young and mature drivers increased 40% from 2020 to 2024.	INCREASING 	

Using the Pennsylvania Crash Information Tool Reportable Crash Fatality Statistics and Reportable Crash Suspected Serious Injury Statistics downloadable tables, and Pennsylvania Highway Statistics Manuals for each year from 2020 to 2024 the actual numbers for the 2020-2024 time frame were calculated. The Reading MPO adopted the 2020-2024 performance measure targets in January 2024.

PERFORMANCE MEASURE	5-YEAR ROLLING AVERAGES			TARGET ACHIEVED?
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022	
Number of Fatalities	44.3	45.6	44.0	No
Fatality Rate	1.356	1.361	1.320	No
Number of Serious Injuries	199.0	200	201.2	No
Serious Injury Rate	6.093	5.968	6.036	Yes
Number of Non-motorized Fatalities and Serious Injuries	29.1	33.2	28.4	No

As mentioned earlier in this document, the goal is to reduce fatal crashes by 2% annually and to maintain the level of suspected serious injury crashes. By calculating the actual numbers for 2020-2024 and comparing them to the performance measures target numbers, the Reading MPO only met the Performance Measure Target for Serious Injury Rate. All other Performance Measure Targets were not met for the 2020-2024 period. As mentioned earlier, if the state has not met or made significant progress towards meeting the established targets, PennDOT will be required to submit an implementation plan and obligate HSIP funds. The Reading MPO continues to work with PennDOT to identify potential projects that could improve safety and reduce crashes across the transportation network.

DISTRIBUTION OF CRASHES IN BERKS COUNTY

PennDOT has a variety of crash information available through their website. PennDOT's Pennsylvania Crash Information Tool (PCIT) provides users the ability to search specific criteria related to crashes, persons, and vehicles. Date ranges as well as locations can also be specified. A variety of options are available for the selected data to be displayed including either by point map or heat map, table, or report.

Using PCIT data, the following table and map identifies roadway segments where more than 20 reportable crashes occurred between 2020 and 2024. Major roadways with higher traffic volumes are the main locations for the larger number of reportable crash incidents in Berks County.

PENNDOT CRASH LOCATIONS WITH GREATER THAN 20 REPORTABLE CRASHES 2020-2024

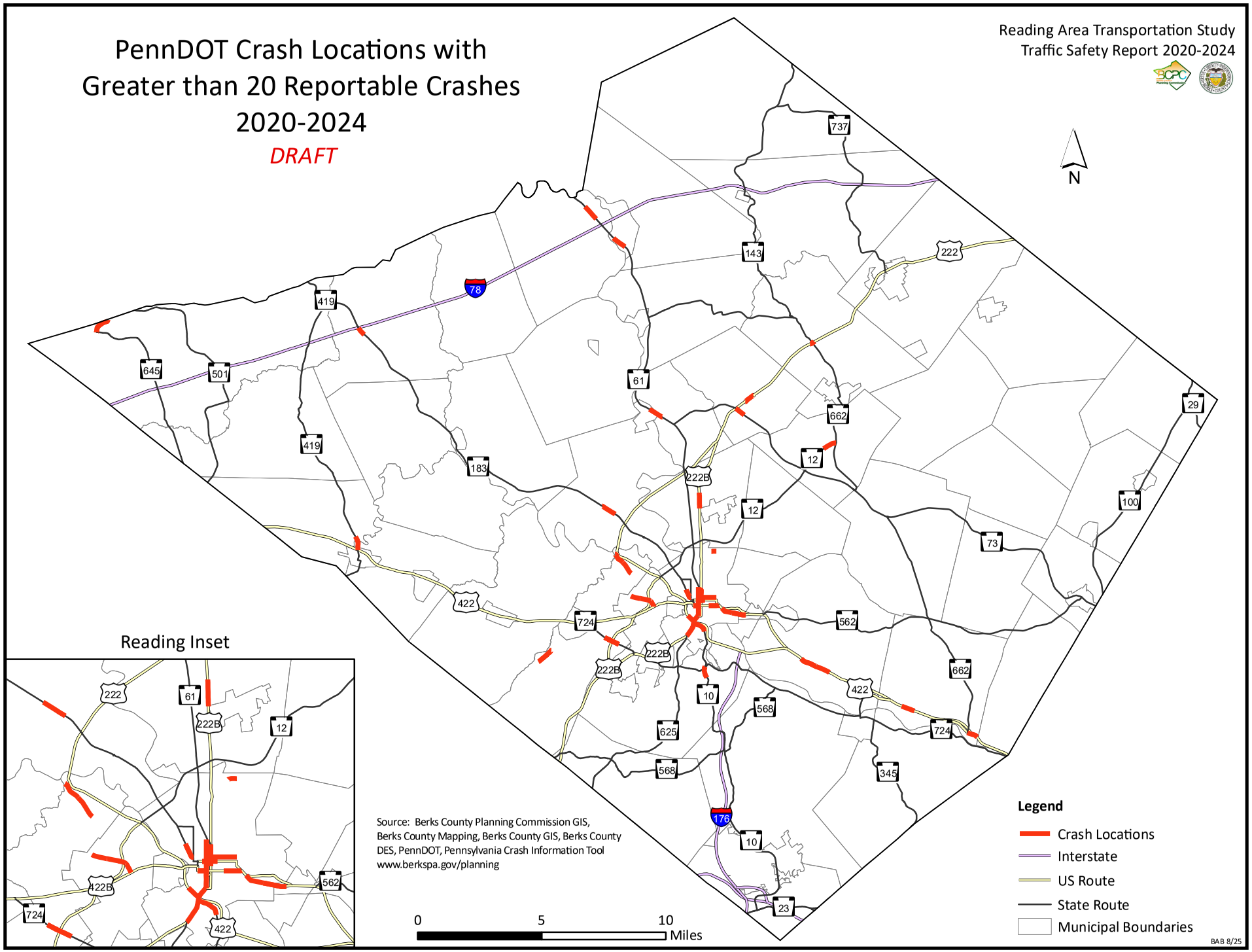
Municipality	Route	Segment	Predominant Collision Types
Bern Township	183	0110	Angle
Spring Township	Papermill Road (SR 3021)	0044	Angle
Amity Township	422	0590	Angle and Rear-end
City of Reading	422	0383	Rear-end
Richmond Township	222	0484	Angle, Sideswipe (same direction), Rear-end
City of Reading	Bingaman Street (SR 2005)	0010	Angle
City of Reading	Lancaster Avenue (SR 3222)	0100	Angle
City of Reading	10	0300	Angle
City of Reading	Franklin Street (SR 2008)	0020	Angle
Spring Township	Papermill Road (SR 3021)	0034	Angle
Amity Township	422	0650	Angle
Muhlenberg Township	5th Street (SR 2005)	0110	Angle
Exeter Township	422	0500	Angle and Rear-end
Upper Tulpehocken Township	183	0370	Angle
Womelsdorf Borough	419	0052	Angle
Wyomissing Borough	State Hill Road (SR 3023)	0020	Angle
Hamburg Borough	61	0350	Angle and Rear-end
Maidencreek Township	222	0430	Hit Fixed Object
Exeter Township	422	0500	Angle
Exeter Township	422	0510	Angle and Rear-end
Cumru Township	10	0260	Angle
Wyomissing Borough	State Hill Road (SR 3023)	0030	Angle and Rear-end
Ruscombmanor Township	12	0200	Angle
Wyomissing Borough	State Hill Road (SR 3023)	0010	Angle
City of Reading	Walnut Street (SR 2012)	0020	Angle
Spring Township	Fritztown Road (SR 3016)	0070	Angle
Ontelaunee Township	61	0190	Angle
City of Reading	Eleventh Street (SR 2011)	0021	Angle and Rear-end
City of Reading	Perkiomen Avenue (SR 2054)	0010	Angle
Tilden Township	61	0380	Angle and Rear-end
Maidencreek Township	73	0070	Angle and Rear-end
Bethel Township	Camp Swatara Road (SR 0645)	0150	Hit Fixed Object
Spring Township	724	0032	Angle and Rear-end
City of Reading	4th Street (SR 2003)	0011	Angle and Hit Non-motorist
City of Reading	4th Street (SR 2003)	0021	Angle and Hit Non-motorist
City of Reading	5th Street (SR 2005)	0030	Angle and Hit Non-motorist
City of Reading	Franklin Street (SR 2008)	0006	Angle
City of Reading	Washington Street (SR 2010)	0011	Angle
City of Reading	Perkiomen Avenue (SR 2054)	0020	Angle

Source: PennDOT, Pennsylvania Crash Information Tool, 2020-2024

PennDOT Crash Locations with Greater than 20 Reportable Crashes 2020-2024

DRAFT

Reading Area Transportation Study
Traffic Safety Report 2020-2024



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FEDERAL HIGHWAY ADMINISTRATION PROVEN SAFETY COUNTERMEASURES

The FHWA identifies 28 proven safety countermeasures that aid in reducing fatalities and SSI on all types of roadways for all types of road users. The 28 safety countermeasures are broken down into 5 categories. The following text identifies those categories and the proven countermeasures within the categories.

Speed Management

Speed management includes providing appropriate speed limits for all road users, implementation of speed safety cameras, and utilizing variable speed limits. While not specifically included in FHWA's proven safety countermeasures, radar speed signs provide driver feedback and help slow speeding drivers down by alerting them to their speed. These types of road signs have become increasingly useful in small towns, villages, and boroughs where there is a greater number of pedestrians and bicyclists using the roadways at any given time.

Appropriate speed limits are especially important on roadways where VRUs and vehicles intermix. Lowering the speed limit where these two types of road users share the roadway can reduce the number and severity of crashes and therefore reduce the number of fatalities and SSI.

Speed safety cameras aid in educating drivers and assist enforcement agencies in reducing speeding-related crashes. Speed safety cameras detect speeding and photograph vehicles that violate a speed limit threshold. Currently, Pennsylvania utilizes these types of devices in active work zones.

Variable speed limits help maintain a safe and efficient road network. Speed limits are generally established after an engineering study has been conducted that examines different types of factors including traffic volumes, roadway characteristics, and crash history. Sometimes roadway conditions can change quickly due to a weather event, increased congestion, or a crash event. Variable speed limits use these factors and roadway conditions to determine appropriate speeds and identify them to drivers. Variable speed limits help drivers mitigate adverse weather conditions and congestion which aids in reducing crashes and injuries

PEDESTRIAN/BICYCLIST

Pedestrians and bicyclists are especially vulnerable on roadways where vehicles are present. Pedestrians and bicyclists do not have protection like a driver does with safety belts and surrounding framework that can help minimize severity in the event of a crash. FHWA identifies 8 proven safety countermeasures to reduce pedestrian and bicyclist crashes.

Bicycle lanes can help mitigate interactions, conflicts and crashes between bicyclists and vehicles. Separating road users enhances the safety for all road users. Bicycle lanes can be included on new roadways or incorporated into existing roadways by designating the right-of-way for bicycle lanes.

Crosswalk visibility enhancements can reduce crashes by making pedestrians and other crosswalk users more visible to drivers. Some of the improvements could include high-visibility pavement markings, crosswalks, lighting and signage to identify crosswalk users to motorists.

Leading pedestrian interval provides pedestrians an opportunity to enter a crosswalk before vehicles are given a green light to proceed along their route of travel. Leading pedestrian intervals provide increased visibility of pedestrians to drivers, reduce conflicts between pedestrians and drivers, increase the chance for motorists to yield to pedestrians, and increase the safety for pedestrians that require more time to traverse the crosswalk identified intersection.

Medians and pedestrian refuge islands can help pedestrians traverse one lane of traffic at a time. These are particularly beneficial for pedestrians on wide roadways in urban and suburban areas. Medians and pedestrian refuge islands help reduce human error for a pedestrian that has to estimate vehicle speeds, vehicle paths, and their own walking speed in order to traverse a roadway.

Pedestrian hybrid beacons are particularly useful for pedestrians to cross on roadways that have speed limits that exceed 35 miles per hour, multiple lanes of traffic, and where gaps in traffic are insufficient. The pedestrian hybrid beacon is a device that initiates a yellow to red light sequence that directs motorists to slow down and stop when a pedestrian activates the beacon.

Rectangular rapid flashing beacons help motorists identify pedestrians at uncontrolled, marked crosswalks. These beacons generally flash with an alternating high frequency to enhance visibility of pedestrians at these types of crosswalks. By increasing the visibility of pedestrians at crosswalks, drivers are more likely to slow down and yield to the pedestrians in the crosswalk and therefore reducing the risk of potential crash between the two transportation modes.

Road diets can help calm traffic and improve safety and mobility for all road users. Road diets generally consist of reducing the number of lanes while providing for turns. Benefits of road diets can include reduction of rear-end and left-turn crashes, reduce right-angle crashes, provide a more complete streets environment, and can provide an opportunity to install bicycle lanes or pedestrian refuge islands.

Walkways are defined as 'any type of defined space or pathway for use by a person traveling by foot or using a wheelchair.' By incorporating walkways and pedestrian facilities into the transportation network, pedestrians can experience direct and connected walking routes to destinations without experiencing gaps or abrupt changes. Pedestrian walkways help identify this type of road user to other road users and can reduce conflict points where pedestrians and other transportation modes intersect.

Roadway Departure

FHWA defines a roadway departure crash as 'a crash which occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way.' These type of crashes can involve head-on crashes, sideswipe crashes, and property damage crashes to name a few.

Enhanced delineation for horizontal curves includes several strategies that can be implemented prior to the curve or within the curve either in combination or individually. Some strategies to implement prior to the curve include installing pavement markings, in-lane curve warning pavement markings, retroreflective strips on sign posts, and larger or retroreflective signs. Some strategies that can be implemented within a curve include installation of pavement markings, retroreflect strips on sign posts, delineators, chevron signs, sequential dynamic chevrons, and larger or retroreflective signs. Implementation of these strategies can help reduce curve driver error and improve driver safety within roadway curves.

Longitudinal rumble strips and stripes on two-lane roads alerts drowsy or distracted drivers of departure from their lane of travel. Reducing roadway departure crashes by installing rumble strips and stripes is generally a low-cost improvement. Rumble strips can be installed on the shoulder, edge line, or along the center line that creates a vibration when a vehicle drives on them. Sometimes, the pavement marking is placed on top of the rumble strip which can help increase visibility at nighttime or during wet road conditions.

Median barriers are a type of barrier that separates opposing traffic on a divided highway. Median barriers greatly reduce the number of cross-median roadway departure crashes. Not all barriers are the same and generally the type of barrier is determined by the various characteristics of the roadway. The 3 most common type of median barriers include cable barriers, metal-beam guardrails, and concrete barriers.

Roadside design improvements at curves is a strategy that implements improvements along the outside lane of horizontal curves. These can include providing a clear zone that is free of any objects that can allow a driver to avoid hitting fixed objects and regain control of the vehicle, reducing the side slope to avoid obstacles and maintain vehicle stability, and adding or widening shoulders to provide a larger recovery area to drivers in the event of a roadway departure. In addition, when there is not enough room to provide for an unobstructed vehicle departure recovery area, cable barriers, met-beam guardrails, and concrete barriers can be installed to prevent contact with unmovable objects and prevent departure down steep embankments.

SafetyEdge^{SM} technology is the practice of shaping the edge of the pavement of a roadway at approximately 30 degrees. By shaping the edge of the roadway, vertical drop-off and vehicle instability are reduced which provides a driver with a smoother and more stable return to the roadway.

Wider edge lines help reduce roadway departure crashes by increasing the visibility of the travel lane boundary. Normal edge lines are approximately 4 inches wide. Wider edge lines extend the width of the edge line by another 2 inches to a total of 6 inches wide. In addition, wider edge lines help increase the visibility of the travel lane boundaries which also helps to reduce lane departure crashes.

Intersections

According to FHWA, more than 50 % of total fatal and serious injury crashes occur at or near intersections. This high percentage of fatal and serious injury crashes led to increased research and development of innovative intersection solutions and designs. Some of the design solutions developed include the roundabout and the diverging diamond interchanges. FHWA identifies 7 proven safety countermeasures for intersections.

Backplates with retroreflective borders tthat are added to a traffic signal help increase the visibility of the signal and reduces crashes that result from human error. This type of improvement is considered to be a low-cost safety improvement.

Corridor access management involves control of entry and exit points along a roadway. Every intersection has potential conflict points whether it is signalized, unsignalized, or stop controlled. Managing access points along a corridor can reduce the potential for conflicts and improve safety for all modes of users. There are several ways of managing access points along a corridor including but not limited to:

- Reducing access points through closure, consolidation or relocation
- Managing the spacing of access points
- Limiting the types of movements at access points
- Providing turn lanes
- Installing medians to prevent cross-roadway movements
- Utilizing roundabouts at access points

Dedicated left- and right-turn lanes at intersections provide physical separation of traffic movements for motorists. Installation of dedicated turn lanes at intersections reduces crashes left-turn crashes and rear-end crashes. In addition, off-set turn lanes provide greater visibility for left-turn vehicle movements which helps reduce crashes resulting from vehicle movements.

Reduced left-turn conflict intersections involves designing a roadway that alters how left-turn movements can occur. The two most effective designs are the Restricted Crossing U-turn and the Median U-turn. Both movements utilize right turns and U-turns at designated locations. The Median U-turn prevents left turns within the intersection altogether. These types of intersections reduce the number of head-on and angle crashes.

Roundabouts are a circular configuration that minimizes conflict points and moves all traffic through the roundabout in the same direction. Roundabouts have been proven to greatly reduce the severity of crashes and efficiently move traffic through the intersection.

Systemic application of multiple low-cost countermeasures at stop-controlled intersections iinvolves implementing multiple low-cost safety countermeasures that can include enhanced signage, enhanced pavement markings, and retroreflective sheeting on sign posts. These measures increase awareness and identification of intersections for motorists.

Yellow change intervals is the length of time that a signalized intersection will display the yellow 'yield' color. To reduce crashes as a result of motorists running red lights, a longer yellow change interval can be programmed at signalized intersections.

Crosscutting

FHWA identifies crosscutting as 'strategies that address multiple safety focus areas.'

Lighting can be installed along road segments, intersections, and pedestrian crosswalks. Installation of lighting can help improve visibility at nighttime for all modes of transportation which can reduce crashes.

Local road safety plans can provide a framework for identifying, analyzing, evaluating, and prioritizing safety improvements on local roadways. FHWA has several resources available for local agencies to help them develop a local road safety plan. By developing an implementing a local road safety plan, local agencies can reduce crashes and the severity of those crashes while supporting the goals of the state's Strategic Highway Safety Plan.

Pavement friction management involves the maintenance of friction between a vehicle and the roadway where vehicles are frequently turning, slowing, or stopping. Installation of surface treatments such as High Friction Surface Treatments can help minimize and prevent roadway departure crashes, intersection crashes, and pedestrian-related crashes.

Road safety audit is a unique approach to addressing safety on roadways. Road safety audits consider all transportation modes, account for human factors and road user capabilities, and are documented in a formal report that require a formal response from the road owner. According to FHWA, road safety audits provide multiple benefits including but not limited to:

- Reduction in the number and severity of crashes
- Reduction in costs resulting from early identification and mitigation of safety issues before projects are built
- Increased opportunities for integrate multimodal safety strategies
- Increased communication and collaboration among stakeholders
- Objective review by independent multidisciplinary team

ADDITIONAL COUNTERMEASURES AND MITIGATION STRATEGIES

FHWA provides a great list of proven safety countermeasures. Many of the measures involve adjustments to a roadway whether through low-cost safety improvements or during the design phase of a programmed project.

It's important to note that education and enforcement are also effective safety countermeasures that reduce crashes on roadways. These countermeasures help in addressing driving behaviors of motorists and road users.

Education

Many schools provide driver educational programs that help prepare the young driver population for the responsibilities of becoming a licensed motorist. In addition, the Pennsylvania Graduated Driver Licensing Law, enacted in 1999 and updated in 2011, helps young drivers develop safe habits and skills under adult-supervised conditions. Once a young driver passes the physical examinations and the knowledge test, young drivers may begin practice and learn driving skills behind-the-wheel. Six months of learning with an adult over the age of 21 is required with practice including driving during nighttime hours and driving in poor weather conditions. Additional restrictions help minimize the risk of distraction to the learners permitted young driver. Ultimately, a young driver has restrictions until they reach the age of 18 or apply for an unrestricted license prior to the age of 18. These requirements have greatly improved safe driving behavior among young drivers and reduced the number of crashes that involve young drivers.

Similarly, PennDOT partners with many organizations to assist mature drivers. Through the partnerships, educational programs and courses, discussion information, and guides for mature drivers that are provided, mature drivers are better able to mitigate their personal independence and maintain safety on the roadways.

Several campaigns are conducted by PennDOT that are aimed at educating the public on various safe driving topics. The Live Free Ride Alive campaign is designed to educate drivers about motorcycle safety in Pennsylvania. Not only is it important for motorcyclists to be aware of other drivers, but it's also important for vehicular drivers to be aware of motorcyclists. In addition to the campaign, PennDOT offers a motorcycle safety program course geared towards new motorcycle drivers that teaches the basic fundamentals to aspiring motorcyclists. This course helps new riders train for safely riding on roadways with other vehicles and drivers and helps reduce the risk of crashes among this group of drivers.

Be Safe PA is a campaign that addresses multiple driver safety issues. Aggressive driving and speeding related crashes are generally preventable. This campaign aims to reduce crashes as a result of aggressive driving and promotes the 'Slow Down, Save a Life' tagline. Distracted driving involves anything that causes a driver to look away and lose attention on the roadway. These can include things such as cell phone use, eating while driving, or even interacting with other passengers while driving. This campaign alerts drivers

to the results of distracted driving and promotes Pennsylvania's Texting While Driving Ban which prohibits a driver from sending, reading, or writing text-based communication on a wireless device while their vehicle is in motion. Another driver behavior this campaign addresses is impaired driving. Impaired driving includes driving while influenced by alcohol, drugs, or prescription medication. This campaign promotes the 'Don't Drive Impaired' tagline and recommends a designated driver or use of alternate modes of transportation that doesn't require the impaired person to drive to safely traverse the roadways. As well, the campaign promotes the HERO Campaign to encourage the use of designated drivers. And finally, Be Safe PA promotes seat belt use for all persons in a vehicle. According to PennDOT, using a seatbelt increases the chance of surviving a crash by up to 60%.

Not only does Be Safe PA campaign for various driver safety issues, but it also is a campaign to educate the public about bicyclists and pedestrians. The Pennsylvania Vehicle Code includes rules and regulations for bicyclists on Pennsylvania's roadways. The campaign aims to remind motorists of some of the rights that bicyclists have while riding on the road such as drivers should pass bicyclists allowing four feet between the vehicle and the bicyclist and that motorists should remember to look for bicyclists (and other road users) prior to opening vehicle doors. The campaign promotes pedestrian safety by reminding motorists of pedestrians' rights such as a driver must yield to a pedestrian in a crosswalk and motorists rights such as the pedestrian must yield to vehicles when crossing where there is no crosswalk. The Pennsylvania Vehicle Code identifies the rights and rules for pedestrians.

These are just a few of the educational programs and campaigns that PennDOT promotes to help address driving behaviors and promote safety for all types of road users. For more information, please refer to the sources section at the end of this document.

Enforcement

PennDOT works with a variety of agencies to promote safe driving across the state and develop enforcement programs that target some of the driver behaviors that contribute to crashes on roadways.

To target enforcement of aggressive driving, PennDOT works with state and local enforcement agencies to conduct aggressive driving enforcement. One partnership includes the Highway Safety Network. The Highway Safety Network is a non-profit organization that coordinates between transportation and enforcement agencies to develop programs and enforcement strategies with the goal of reducing crashes on roadways.

Seat belt use is required for the front seat driver and passengers. As well, anyone 18 years old or under is required to wear a seatbelt or be properly secured in a child safety seat. To help enforce seat belt use and regulations, Pennsylvania participates in the National Click It or Ticket campaign in coordination with state and local police departments during May and November of every year.

In addition to enforcement of active work zones using Work Zone Speed Safety Cameras (WZSSC), PennDOT works with state and local enforcement agencies to combat speeding and aggressive driving in work zones. A violation identified using the WZSSC carries a civil penalty that are only fines, and a driver will not receive penalty points. A violation identified by an enforcement agency is considered a criminal violation and a driver can incur fines and penalties.

FUNDING SOURCES FOR SAFETY IMPROVEMENTS

There are a variety of funding sources to address safety improvements. These can include but are not limited to roadway, pedestrian, and bicycle improvements. Additional improvements to address bicycle and pedestrian safety can be found in the Berks County Greenway, Park and Recreation Plan and the Reading Area Transportation Study Berks County Bicycle and Pedestrian Transportation Plan. The following identified funding sources represent a portion of the possible sources available to help fund transportation related safety improvements.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federally-funded program that focuses on safety improvements that reduce crashes and significantly reduce fatalities and serious injuries on all public roads. The HSIP requires a data-driven approach to improve safety on all roadways. PennDOT receives federal funds for its HSIP program. They distribute approximately 70% of those funds to its regions based on fatalities, serious injuries, and reportable crashes.

Safe Streets and Roads for All (SS4A)

Safe Streets and Roads for All (SS4A) is a grant program administered by the U.S. Department of Transportation. The goal of the grant program is to support regional, local, and Tribal plans, projects, and strategies that will prevent roadway fatalities and serious injuries. There are two types of grants available through the SS4A grant program. The Action Plan Grant provides funding to applicants that want to develop or complete an Action Plan that includes goals, safety analysis, addresses community demographics, provides strategies and identifies projects, evaluates policies and processes, measures to analyze progress, and is a collaborative effort among stakeholders. The Implementation Grant through SS4A provides funding to implement projects and strategies identified in an Action Plan. These can include things such as applying low-cost roadway safety treatments, installing pedestrian safety enhancements and closing network gaps, development of bikeway networks, and intersection improvements.

U.S. Department of Transportation Federal Railroad Administration Railroad Crossing Elimination Grant Program

The U.S. Department of Transportation FRA Railroad Crossing Elimination Grant Program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of transportation users and goods. Eligible projects include but are not limited to improvement or installation of protective devices, signals, and signs; measures to improve safety related to a separation, closure, or track relocation project; and track relocation. Eligible recipients include states and territories, political subdivision of a state, federally recognized Indian Tribe, local governments, public port authorities, MPOs, or a group of any of the aforementioned.

Transportation Alternatives Set-Aside (TASA)

The Transportation Alternatives Set-Aside program is designed to provide funding for projects and activities that are considered and alternative transportation project. Transportation alternatives are considered to include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to schools projects. The Infrastructure Investment and Jobs Act (IIJA) enables funding for this program through 2026. This program requires project sponsors to coordinate with their MPO or RPO and PennDOT staff to discuss their project application, the overall project, and PennDOT policies and procedures for use of TASA funds for a project.

PennDOT Multimodal Transportation Fund

The PennDOT Multimodal Transportation Fund (MTF) provides grant funding for projects that improve the transportation system to ensure safety and reliability for all road users. The program provides financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. Examples of eligible projects includes but is not limited to projects that enhance streetscapes, lighting, sidewalk enhancements, connectivity between transportation assets, bicycle lanes, crosswalks, and transit-oriented development.

Department of Community and Economic Development Multimodal Transportation Fund

The Pennsylvania Department of Community and Economic Development administers a Multimodal Transportation Fund grant program that encourages economic development and improvements that ensure a safe a reliable transportation system for all road users. Grant funds may be used for development, rehabilitation, and enhancements of transportation assets that can include streetscapes, lighting improvements, sidewalk enhancements, pedestrian safety improvements, and improves connectivity of transportation assets and transit-oriented development. The grant is available for municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and rail and freight ports.

PennDOT Safety Grants

PennDOT provides a variety of safety grants utilizing federal funds. The safety grants are administered by the National Highway Traffic Safety Administration (NHTSA). The grant opportunities fund projects, programs or strategies that address critical safety needs based on an analysis of crash data. There are a wide variety of eligible applicants and generally include state and local governments, Pennsylvania state-related universities, and nonprofit organizations.

TIP PROGRAMMED PROJECTS

As noted at the beginning of this document, RATS approves a Transportation Improvement Program (TIP) for the Metropolitan Area encompassing Berks County. The current FFY 2025-2028 TIP programs 112 projects totaling approximately $365.8 million for various phases to be advanced over the four years of the program. Of those 112 projects, 95 projects address the highway and bridge system totaling approximately $284.2. Of the 95 highway and bridge programmed projects, 14 projects are programmed specifically to address safety on Berks County roadways. Safety may be incorporated in many of the other projects programmed within the TIP as a result of the type of improvement programmed.

There are 7 projects programmed for a total of $13.1 in HSIP funds that address safety in the region. The following are the HSIP-funded programmed projects:

MPMS #	PROJECT	DESCRIPTION AND LOCATION
120983	RATS High Friction Surface 2025	This project involves application of a high friction surface treatment to various identified locations within Berks County
79467	SR 12 / Elizabeth	Project involves shoulder widening, removal of a narrow bridge, installation of a hybrid roundabout at Elizabeth Avenue and a traffic signal with realignment and a southbound left turn lane on PA 12 at Skyline Drive in Alsace Township.
61972	US 222 Widening	Widening of US Route 222 from Schaeffer Road to the Kutztown Bypass in Richmond, Maidencreek and Maxatawny Townships. The highway will be widened to four lanes, a median barrier will be installed and roundabouts at Pleasant Hills Road and Richmond Road.
105963	Route 662 and Oley Turnpike Intersection	Construct a roundabout at the intersection of PA662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township.
102161	Lancaster (US222B)	This project will include safety corridor improvements along State Route 3222 (Lancaster Avenue Business 222) from Kenhorst Boulevard to Route 10 in the City of Reading.
105954	SR 3023 State Hill Road from Colony Drive to SR 222 SB Ramps	Corridor safety improvements along State Hill Road between Colony Drive and the US 222 Southbound on-ramp in Wyomissing Borough. Improvements to be considered include, widening, access management, roundabouts at Woodland Road and at Greenwood Mall/ mall entrance, traffic signal updates and coordination.
117603	SR 3023 State Hill Road – SR 222SB to Norfolk Southern RR	Improvements to State Hill Road (SR 30323) with the addition of a roundabout at US 222 Southbound ramps and addition of a roundabout combining the US 222 Northbound ramps with Spring Street in Wyomissing Borough.

In addition, the TIP includes projects that address safety throughout the region that are not funded using HSIP funds. The following identifies the 7 programmed projects that support the achievement of safety targets:

MPMS #	PROJECT	DESCRIPTION AND LOCATION
117622	RATS AWPM 2025	These projects involve the installation of all weather pavement markings on various routes in various municipalities in Berks County
91658	TOC Operator - Berks	This project funds an operator working in the Traffic Operations Center in District 5-0 who monitors cameras, message boards and radio systems along I-78, I-176, Us 222 and US 422 in Berks County.
94900	Freeway Service Patrol	This project funds the freeway service patrol on US 422, US 222 and PA 12 in the urban area of Berks County.
109337	61 Median Barrier - Tilden	This project will add a median barrier on PA 61 from Lowland Road to a point approximately 0.4 miles north in Tilden Township
97258	SR 61 Median Barrier – Perry /Windsor	This project will add a median barrier on PA 61 from Zion's Church Road to 4th Street in Perry and Windsor Townships and Hamburg Borough.
110008	222SB Auxiliary Lane - Wyomissing	This project involves the addition of an auxiliary lane to US 222 Southbound between the Berkshire Boulevard overpass and the Paper Mill Road Interchange in Wyomissing Borough to improve both safety and congestion.
120988	BPN-4 Guide Rail Upgrades	This project involves BPN-4 Guide Rail Upgrades at various locations throughout Berks County.

Some programmed projects on the TIP do not specifically address safety on Berks County roadways but do include elements of safety as part of the overall goal that the project aims to address. The following identifies the projects that are programmed on the TIP that include elements of safety in their scope of work.

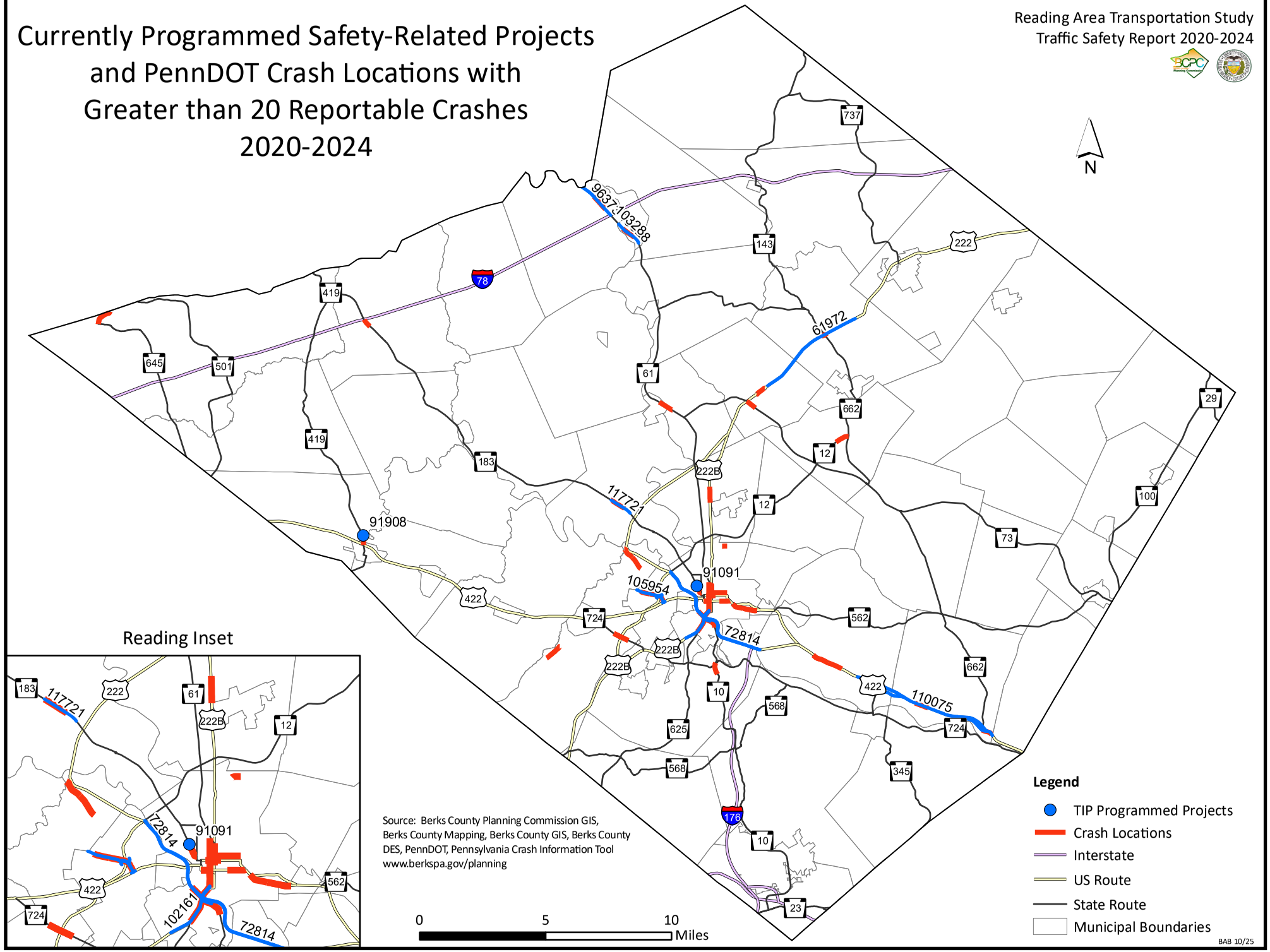
MPMS #	PROJECT	DESCRIPTION AND LOCATION
10328	PA 61 Restoration Phase 2	This project involves the highway restoration of State Route 61 from 4th Street to the SR 4028/Schuylkill River Bridge, including two bridge rehabilitations, one bridge replacement, and installation of a median barrier between 4th Street and Grand Street.
110318	SR 12 Alsace Manor Intersection Improvements	This safety project involves improvements along State Route 12 (Pricetown Road) include utility relocations, shoulder widening and adding a center two-way left turn lane between the non-signalized intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including the intersection of SR 12 and Woodside Avenue in Alsace Township, Berks County.
114439	West Shore Bypass	This project involves restoration of the West Shore Bypass from the Buttonwood Street overpass in West Reading to the Schuylkill River Bridge east of I-176 in Exeter Township. The project involves highway reconstruction with ramp reconfiguration, bridge replacements and preventative maintenance activities.
110075	SR 422 Ben Franklin Congestion	This project involves upgrading 13 signalized intersections to be more traffic responsive between Pineland Road and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships.

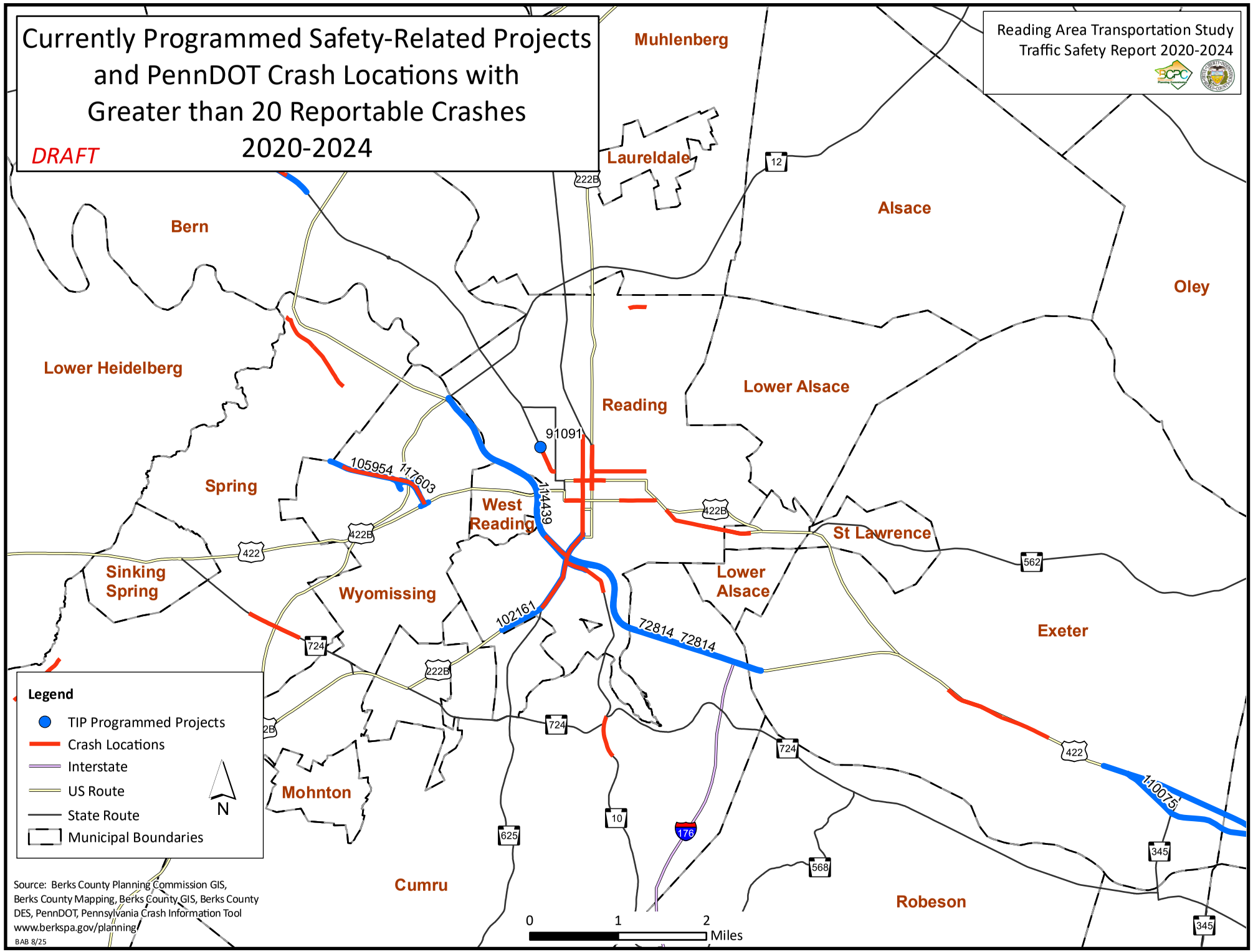
The following map identifies the locations of currently programmed safety-related projects on the FFY 2025-2028 TIP, that were programmed based on previous crash history information, in relation to crash history information from 2020-2024 that identifies locations with more than 20 reportable crashes. Many of the projects programmed specifically to address safety on Berks County roadways will help reduce crashes in several of the identified locations. In addition, other projects that are programmed to address different issues including congestion and roadway improvements will improve safety at many of the crash locations identified on the map.

To view all the programmed projects on the current TIP, PennDOT created an internet-based mapping tool that allows interested parties to view the projects included in the TIP and to obtain more information about a proposed project. Users may zoom in our out to view project locations. Clicking on the project link provides a pop-up screen giving project specific information. To view this tool, copy and paste the following address in your browser: https://gis.penndot.gov/OneMap/. To view the most recent TIP for Berks County, select the Area of Interest as Berks County. Select Planning for the Category. Finally, choose TIP Map as the Map Template.

Currently Programmed Safety-Related Projects and PennDOT Crash Locations with Greater than 20 Reportable Crashes 2020-2024

Reading Area Transportation Study
Traffic Safety Report 2020-2024




Currently Programmed Safety-Related Projects and PennDOT Crash Locations with Greater than 20 Reportable Crashes 2020-2024
DRAFT
Reading Area Transportation Study
Traffic Safety Report 2020-2024
Muhlenberg
Laureldale
Bern
Alsace
Oley
Lower Heidelberg
Reading
Lower Alsace
Spring
West Reading
St Lawrence
Sinking Spring
Wyomissing
Lower Alsace
Exeter
Mohnton
Cumru
Robeson
91091
105954
117603
114439
102161
72814
72814
110075
12
222B
422B
422
724
562
10
176
625
568
345
Legend
TIP Programmed Projects
Crash Locations
Interstate
US Route
State Route
Municipal Boundaries
N
0
1
2
Miles
Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT, Pennsylvania Crash Information Tool
www.berkspa.gov/planning
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Additional projects programmed on the TIP help address emergent safety issues on Berks County roadways. Intelligent Transportation Systems (ITS) elements such as cameras and dynamic message signs, as well as emergency sign trailers to aid in rapid response help improve roadway safety for all users. PennDOT maintains a traffic management center at PennDOT District 5-0 headquarters in Allentown that provides coordinated regional operations by 24-hour a day monitoring of major state roads in the county and the installed ITS elements. ITS projects and investments in Berks County are identified on the following map and are an integral part of the state and regional ITS network. The county's ITS system allows PennDOT to share up to the minute data with police, fire, and public works departments of various agencies in the area. PennDOT receives data from the Computer Aided Dispatch (CAD) from the Berks County 911 center, which provides notifications of incidents without the police having to send updates. This information helps PennDOT respond to incidents more quickly and with the right equipment. These quick response times allow traffic lanes to become unobstructed faster, thus reducing traveler delay and secondary crashes. ITS information is disseminated to the public via a website (www.511pa.com) that shows video images, weather updates, and lane closures caused by incidents and construction.

In March 2019, the Freeway Service Patrol, a program aimed to enhance motorist safety along portions of State Routes 12, 222, and 422 in Berks County, was introduced. This public/private partnership utilized the existing ITS infrastructure to inform roving tow truck patrol units of incidents occurring on these highways during AM and PM peak traffic hours. The drivers of these patrols are trained to assist police agencies as requested, secure crash scenes, provide first aid, and control traffic. When a vehicle has rendered its driver stranded on the shoulder of the highway, the patrol unit will tow the vehicle and driver to the closest exit. Services included are providing fuel, jump starts, directions, and changing flat tires with no cost to the motorist.

Intelligent Transportation Systems (ITS) and Freeway Service Patrol Routes

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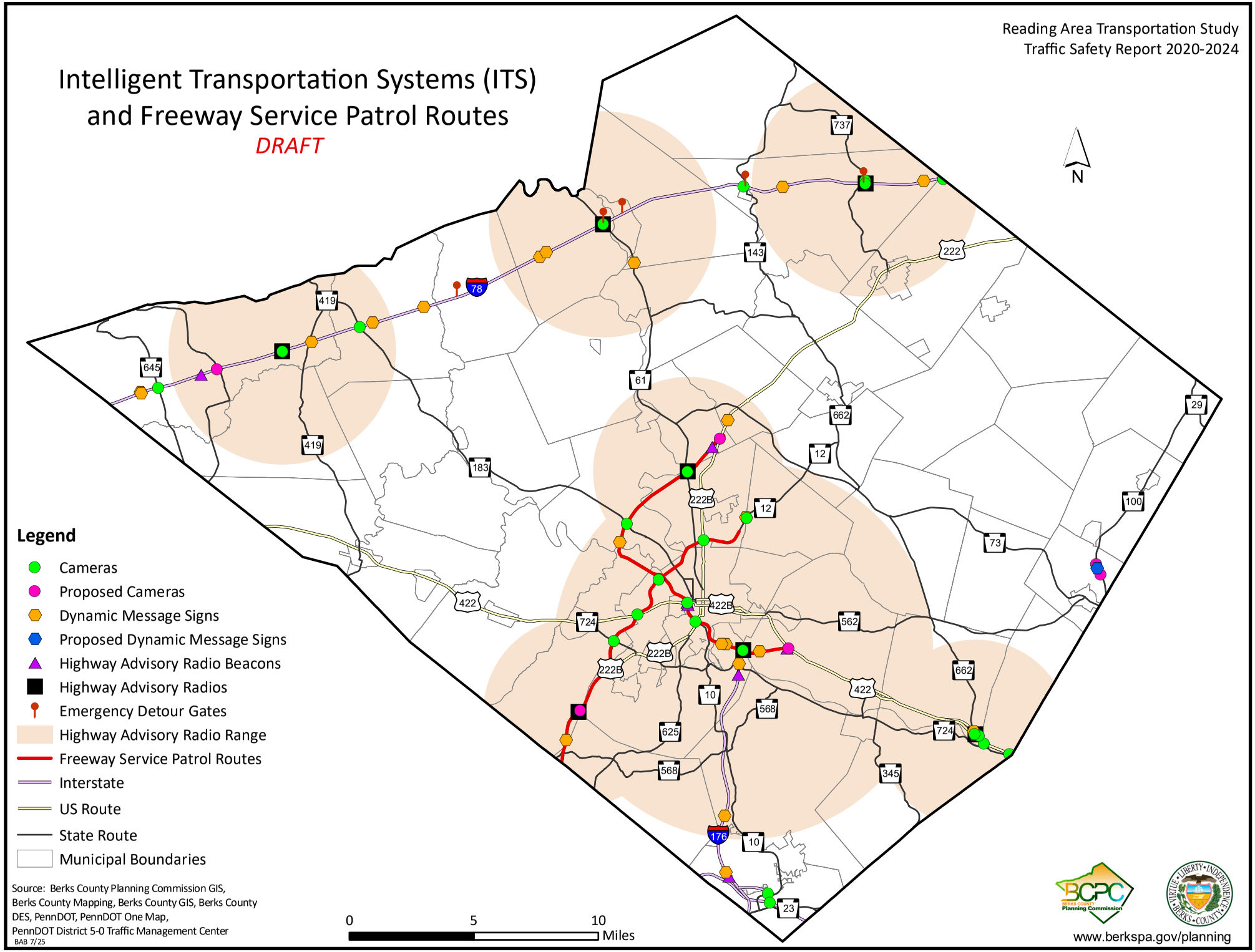

Legend

- Cameras
- Proposed Cameras
- Dynamic Message Signs
- Proposed Dynamic Message Signs
- Highway Advisory Radio Beacons
- Highway Advisory Radios
- Emergency Detour Gates
- Highway Advisory Radio Range
- Freeway Service Patrol Routes
- Interstate
- US Route
- State Route
- Municipal Boundaries

Source: Berks County Planning Commission GIS, Berks County Mapping, Berks County GIS, Berks County DES, PennDOT, PennDOT One Map, PennDOT District 5-0 Traffic Management Center

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www.berkspa.gov/planning

EVALUATION OF SAFETY RELATED COMPLETED PROJECTS

This section analyzes the impacts of safety related projects where 5 years of crash data is available prior to the start of construction and 5 years of crash data is available after the project is completed. The crash summary charts show how the crash numbers have changed between the two 5-year time periods.

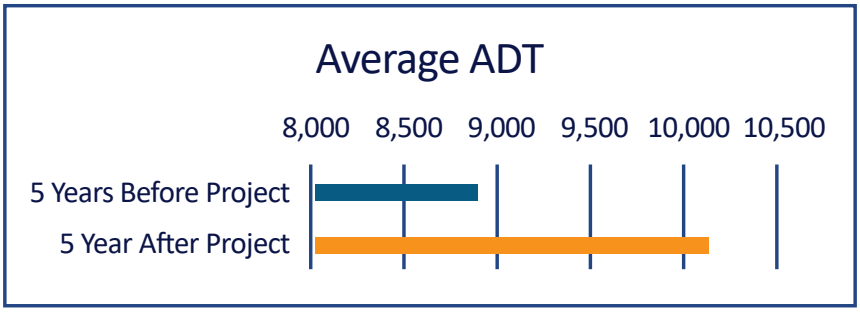
Intersection Improvement
SR 183 and New Schaefferstown Road (MPMS# 57840)

Project Details

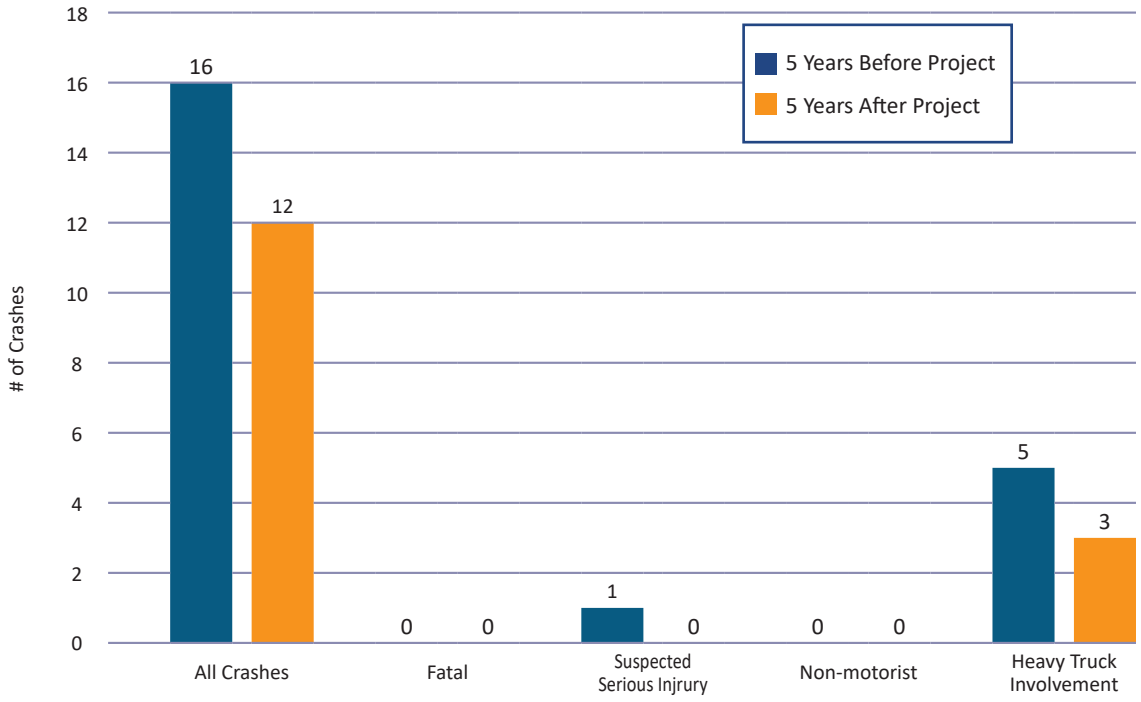
Location	Construction Completed	Total Cost
Intersection of SR 183 (Bernville Road) and SR 4016 (New Schaefferstown Road) in Jefferson Township, Berks County, PA	**2019**	$3,093,183

Project Description

- Addition of auxiliary right turn lane
- Addition of traffic signal



Summary of Crash Details

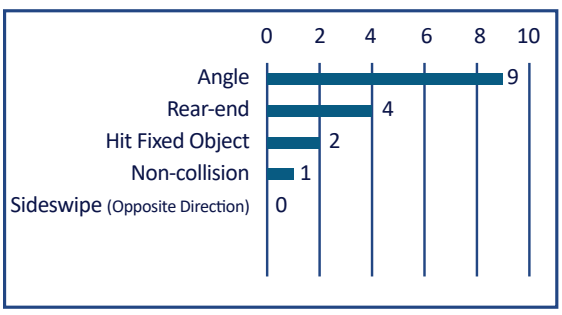


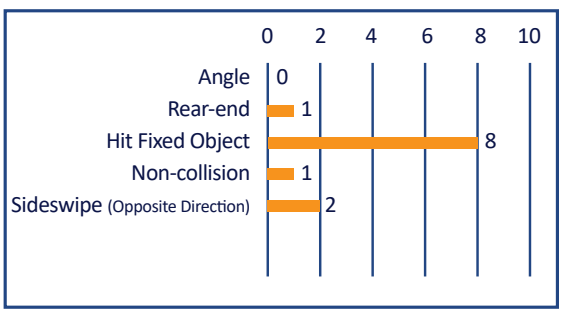
Outcomes

The total number of crashes decreased by 4 despite an increase in average annual daily traffic. Fatal injury crashes and crashes involving non-motorists remained the same. Suspected serious injury crashes decreased to zero.

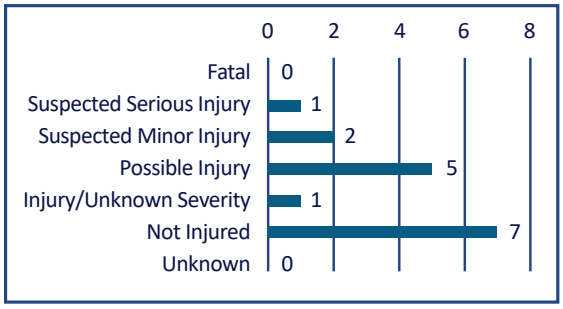
Crash Details

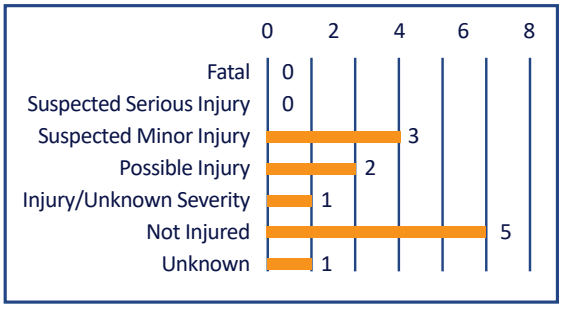
	Five Years Before Construction						Five Years After Construction					
Collision Type	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**2020**	**2021**	**2022**	**2023**	**2024**	**Total**
Angle	1	1	2	1	4	9	–	–	–	–	–	0
Rear-end	1	2	1	–	–	4	–	–	1	–	–	1
Hit Fixed Object	–	2	–	–	–	2	1	3	–	2	2	8
Non-collision	–	–	1	–	–	1	–	–	–	–	1	1
Sideswipe (Opposite Direction)	–	–	–	–	–	0	–	–	–	–	1	2
Total	2	5	4	1	4	**16**	1	3	1	3	4	**12**





	Five Years Before Construction						Five Years After Construction					
Maximum Severity	**2014**	**2015**	**2016**	**2017**	**2018**	**Total**	**2020**	**2021**	**2022**	**2023**	**2024**	**Total**
Fatal	–	–	–	–	–	0	–	–	–	–	–	0
Suspected Serious Injury	–	–	–	–	1	1	–	–	–	–	–	0
Suspected Minor Injury	–	–	2	–	–	2	–	–	–	1	2	3
Possible Injury	1	3	–	1	–	5	–	1	1	–	–	2
Injury/Unknown Severity	–	–	–	–	1	1	–	–	–	–	1	1
Not Injured	1	2	2	–	2	7	1	2	–	1	–	5
Unknown	–	–	–	–	–	0	–	–	–	1	–	1
Total	2	5	4	1	4	**16**	1	3	1	3	4	**12**





SOURCES

Federal Highway Administration Safe System Approach
https://highways.dot.gov/safety/zero-deaths

Federal Highway Administration Proven Safety Countermeasures
https://highways.dot.gov/safety/proven-safety-countermeasures

Federal Highway Administration Strategic Highway Safety Plan
https://highways.dot.gov/safety/hsip/shsp#:~:text=A%20Strategic%20Highway%20Safety%20Plan%20%28SHSP%29%20is%20a,fatalities%20and%20serious%20injuries%20on%20all%20public%20roads

National Strategy Toward Zero Deaths
https://www.towardzerodeaths.org/wp-content/uploads/2019/12/TZD_National_Strategy.pdf

World Health Organization Decade of Action for Road Safety 2021-2030
https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030#:~:text=The%20Global%20Plan%20aligns%20with%20the%20Stockholm%20Declaration%2C,of%20timely%2C%20life-saving%20emergency%20care%20for%20the%20injured.

PennDOT Strategic Highway Safety Plan
https://www.pa.gov/agencies/penndot/traveling-in-pa/safety/strategic-highway-safety-plan

PennDOT Traffic Safety and Driver Topics
https://www.penndot.pa.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics/Pages/default.aspx

PennDOT Pennsylvania Crash Information Tool
https://crashinfo.penndot.pa.gov/PCIT/welcome.html

Highway Safety Network
https://highwaysafetynetwork.org/#projects

Pennsylvania State Police Safety Resources
https://www.pa.gov/agencies/psp/resources/safety-resources

Pennsylvania State Police John R. Elliott HERO Campaign
https://herocampaign.org/about/

Federal Highway Administration Highway Safety Improvement Program
https://highways.dot.gov/safety/hsip

U.S. Department of Transportation Safe Streets For All Grant Program
https://www.transportation.gov/grants/SS4A

Transportation Alternatives Set-Aside
https://www.pa.gov/agencies/penndot/research-planning-and-innovation/transportation-alternatives-set-aside-program

PennDOT Safety Infrastructure Improvement Programs
https://www.pa.gov/agencies/penndot/about-penndot/strategic-planning-and-operations/safety-infrastructure-improvement-programs

PennDOT Multimodal Transportation Fund
https://www.penndot.pa.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx

Pennsylvania Department of Community and Economic Development Multimodal Transportation Fund
http://dced.pa.gov/programs/multimodal-transportation-fund/#

U.S. DOT Federal Railroad Administration Railroad Crossing Elimination Grant Program
https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program

PennDOT Safety Grants
https://www.pa.gov/services/penndot/apply-for-penndot-behavioral-highway-safety-grants

Reading Area Transportation Study Transportation Improvement Program
https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/ffy-2025-2028-transportation-improvement-program

Reading Area Transportation Study Long Range Transportation Plan
https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/ffy-2025-2028-transportation-improvement-program

Reading Area Transportation Study Berks County Bicycle and Pedestrian Transportation Plan
https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/bicycle-and-pedestrian-planning

READING AREA TRANSPORTATION STUDY 2025

Reading Area Transportation Study Coordinating Committee

PennDOT District 5-0	*Mr. Chris Kufro, District Executive (Chair)*
	*Ms. Jennifer Ruth, Planning & Program Manager**
PennDOT Central Office	*Mr. Ray Green, Chief of Financial and Contract Services, Center for Program Development and Management*
	*Mr. Nick Raio, Trans. Planning Specialist Supervisor **
Berks County Commissioners	*Mr. Michael Rivera, Commissioner*
Berks County Planning Commission	*Mr. Thomas McKeon, Board Member (Vice Chair)*
	*Mr. Alan Piper, Transportation Planner III (MPO Secretary)**
City of Reading	*Ms. Donna Reed, Council Member*
	*Mr. O. Chris Miller, Council Member**
Berks County Boroughs	*Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)*
Berks County 1st Class Townships	*Ms. Lisha Rowe, Township Commissioner (Cumru Township)*
Berks County 2nd Class Townships	*Mr. Arthur "Ray" Lambert, Township Supervisor (Upper Bern Township)*
South Central Transit Authority /	*Mr. Greg Downing, Executive Director*
Berks Area Regional Transportation Authority	*Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning**
Reading Regional Airport Authority	*Mr. Dante Santoni, Jr., Board Member*

Reading Area Transportation Study Technical Committee

PennDOT District 5-0	*Mr. Scott Vottero, District Executive for Design (Chair)*
	*Mr. Michael Donchez, Transportation Planning Specialist**
PennDOT Central Office	*Ms. Nyomi Nonnemaker, Transportation Planning Specialist (Vice Chair)*
	*Mr. Nick Raio, Trans. Planning Specialist Supervisor **
Berks County Planning Commission	*Mr. Alan Piper, Transportation Planner III (MPO Secretary)*
	*Ms. Amanda Timochenko, Transportation Planner II**
Berks County Planning Commission	*Mr. Michael Golembiewski, Transportation Modeler*
	*Ms. Amanda Timochenko, Transportation Planner II**
City of Reading	*Mr. Kyle Zeiber, Department of Public Works*
City of Reading	*Mr. Timothy Krall, Department of Public Works*
South Central Transit Authority /	*Mr. Keith Boatman, Assoc. Director of Capital Projects/Planning*
Berks Area Regional Transportation Authority	*Ms. Lauri Ahlskog, Manager of Transit Planning & Compliance**
Reading Regional Airport Authority	*Mr. Zackary Tempesco, Airport Manager*

* Denotes Board Alternate

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Devon Hain, Transportation Planner II
Michael Golembiewski, Transportation Modeler
Alan Piper, Transportation Planner III
Beth Burkovich, GIS Coordinator
Rick Royer, Design Planner

READING AREA TRANSPORTATION STUDY

TRAFFIC SAFETY REPORT 2020-2024