



READING AREA TRANSPORTATION STUDY

c/o Berks County Planning Commission
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TO: Reading Area Transportation Study Technical and Coordinating Committees
INFO: Annual Traffic Safety & Pavement and Bridge Condition Reports 2020-2024
FROM: Amanda Timochenko, Transportation Planner II and Devon Hain,
Transportation Planner II
DATE: November 13, 2025

During 2025, the 2020-2024 editions of the Reading Area Transportation Study (RATS) Annual Traffic Safety Report and RATS Annual Pavement and Bridge Condition Report were completed. These reports were created as a way to monitor our existing resources and system conditions to help inform our Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). Both reports provide valuable information as a part of the performance-based planning and programming process and performance measures.

The Annual Traffic Safety Report builds on the data provided by PennDOT for the PM1 Safety Measures. These measures assess safety on all public roads and define a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. RATS plans and programs projects in support of the PennDOT safety targets utilizing a safe system approach. The goal of this report 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 and programming of mitigation strategies.

The Annual Pavement and Bridge Condition Report expands on the data provided by PennDOT for the PM2 Pavement and Bridge Measures. These measures assess the conditions of pavement and bridges on the National Highway System (NHS). As Reading MPO's interests extend beyond those included in PennDOT's Performance Measure Annual Reports, the data was analyzed not only for road and bridge groups for PennDOT-owned assets but Local Federal Aid (LFA) roads and locally owned bridges.

Berks County Scorecards based on the Pennsylvania Strategic Highway Safety Plan (SHSP) Priority Emphasis Areas and Safety Focus Areas have been created for both fatalities and suspected serious injuries. Berks County Scorecards have also been created based on pavement and bridge condition Performance Measures. The Berks County specific scorecards and reports are included following this memo.

| 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  |  |

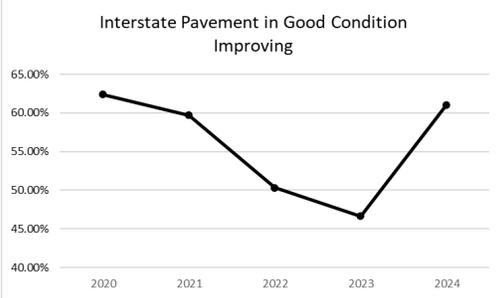
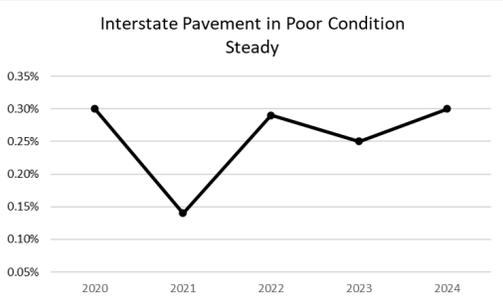
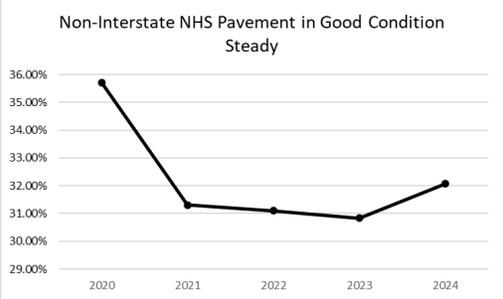
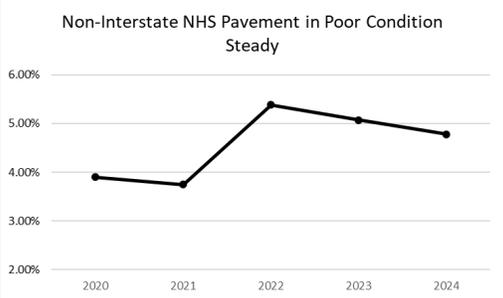
Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2020 to 2024

| 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  |  |

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

| Indicator Name | Description | Trend | Trend Rating |
|---|--|---|--|
| 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  |  |

Berks County Pavement Condition Scorecard Based on Map-21 Pavement Performance Measures (Based on Total PA Lane Miles)

| Indicator | Description | Trend | Future Outlook | | | | | | | | | | | | |
|---|---|--|----------------|------------|------|--------|------|--------|------|--------|------|--------|------|--------|---|
| Interstate Pavement in Good Condition | <p>In 2024, 61.07% of Interstate Pavement was in Good Condition. This value meets and significantly exceeds 2025-2028 targets. Many repaving projects on Interstate 78 took place in 2024 helping to improve pavement condition and the future outlook for interstate condition in Berks County.</p> | <p style="text-align: center;">Interstate Pavement in Good Condition Improving</p>  <table border="1" style="display: none;"> <caption>Interstate Pavement in Good Condition</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>62.00%</td></tr> <tr><td>2021</td><td>60.00%</td></tr> <tr><td>2022</td><td>50.00%</td></tr> <tr><td>2023</td><td>46.00%</td></tr> <tr><td>2024</td><td>61.07%</td></tr> </tbody> </table> | Year | Percentage | 2020 | 62.00% | 2021 | 60.00% | 2022 | 50.00% | 2023 | 46.00% | 2024 | 61.07% |  |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 62.00% | | | | | | | | | | | | | | |
| 2021 | 60.00% | | | | | | | | | | | | | | |
| 2022 | 50.00% | | | | | | | | | | | | | | |
| 2023 | 46.00% | | | | | | | | | | | | | | |
| 2024 | 61.07% | | | | | | | | | | | | | | |
| Interstate Pavement in Poor Condition | <p>In 2024, 0.30% of Interstate Pavement was in Poor Condition. This value has ranged from 0.14% to 0.30%, representing a 0.16% difference over the last 5 years. This indicator is on track to remain well below the upcoming 2% Targets.</p> | <p style="text-align: center;">Interstate Pavement in Poor Condition Steady</p>  <table border="1" style="display: none;"> <caption>Interstate Pavement in Poor Condition</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>0.30%</td></tr> <tr><td>2021</td><td>0.14%</td></tr> <tr><td>2022</td><td>0.29%</td></tr> <tr><td>2023</td><td>0.25%</td></tr> <tr><td>2024</td><td>0.30%</td></tr> </tbody> </table> | Year | Percentage | 2020 | 0.30% | 2021 | 0.14% | 2022 | 0.29% | 2023 | 0.25% | 2024 | 0.30% |  |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 0.30% | | | | | | | | | | | | | | |
| 2021 | 0.14% | | | | | | | | | | | | | | |
| 2022 | 0.29% | | | | | | | | | | | | | | |
| 2023 | 0.25% | | | | | | | | | | | | | | |
| 2024 | 0.30% | | | | | | | | | | | | | | |
| Non-Interstate NHS Pavement in Good Condition | <p>In 2024, 32.07% of Non-Interstate, NHS Pavement was in Good Condition. This value has ranged from 30.83% to 35.72% over the last 5 years, with 35.72% being an outlier in a range that without this figure from 2020 would only show a difference of less than one percent. Targets for 2025 and 2026 are just below the current percentage making this the pavement performance measure target of most concern.</p> | <p style="text-align: center;">Non-Interstate NHS Pavement in Good Condition Steady</p>  <table border="1" style="display: none;"> <caption>Non-Interstate NHS Pavement in Good Condition</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>35.72%</td></tr> <tr><td>2021</td><td>31.00%</td></tr> <tr><td>2022</td><td>31.00%</td></tr> <tr><td>2023</td><td>30.83%</td></tr> <tr><td>2024</td><td>32.07%</td></tr> </tbody> </table> | Year | Percentage | 2020 | 35.72% | 2021 | 31.00% | 2022 | 31.00% | 2023 | 30.83% | 2024 | 32.07% |  |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 35.72% | | | | | | | | | | | | | | |
| 2021 | 31.00% | | | | | | | | | | | | | | |
| 2022 | 31.00% | | | | | | | | | | | | | | |
| 2023 | 30.83% | | | | | | | | | | | | | | |
| 2024 | 32.07% | | | | | | | | | | | | | | |
| Non-Interstate NHS Pavement in Poor Condition | <p>In 2024, 4.78% of Non-Interstate, NHS Pavement was in Poor Condition. This value has ranged from 3.75% to 5.38% over the last 5 years, and meets the 2025-2028 targets, which are set at 8% and 7%. The value in 2022 was the highest over these 5 years, however slight improvement was made over the last two years.</p> | <p style="text-align: center;">Non-Interstate NHS Pavement in Poor Condition Steady</p>  <table border="1" style="display: none;"> <caption>Non-Interstate NHS Pavement in Poor Condition</caption> <thead> <tr><th>Year</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>2020</td><td>3.90%</td></tr> <tr><td>2021</td><td>3.75%</td></tr> <tr><td>2022</td><td>5.38%</td></tr> <tr><td>2023</td><td>5.00%</td></tr> <tr><td>2024</td><td>4.78%</td></tr> </tbody> </table> | Year | Percentage | 2020 | 3.90% | 2021 | 3.75% | 2022 | 5.38% | 2023 | 5.00% | 2024 | 4.78% |  |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 3.90% | | | | | | | | | | | | | | |
| 2021 | 3.75% | | | | | | | | | | | | | | |
| 2022 | 5.38% | | | | | | | | | | | | | | |
| 2023 | 5.00% | | | | | | | | | | | | | | |
| 2024 | 4.78% | | | | | | | | | | | | | | |

Berks County Bridge Condition Scorecard Based on Map-21 Bridge Performance Measures

| Indicator | Description | Trend | Future Outlook | | | | | | | | | | | | |
|---|---|---|----------------|------------|------|--------|------|--------|------|--------|------|--------|------|--------|--|
| <p>NHS Bridge Deck Area in Poor Condition</p> | <p>In 2024, 12.28% of the NHS Bridge Deck Area was in Poor Condition. This value has improved by 0.68% over the last 5 years and just meets the 13.00% 2025 Target. The final completion to the improvements on the Interstate 78 bridge will greatly reduce this number so that this target should be met next reporting year.</p> | <p style="text-align: center;">NHS Bridge Deck Area in Poor Condition Steady</p> <table border="1" style="display: none;"> <caption>NHS Bridge Deck Area in Poor Condition</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>12.96%</td> </tr> <tr> <td>2021</td> <td>12.96%</td> </tr> <tr> <td>2022</td> <td>12.28%</td> </tr> <tr> <td>2023</td> <td>12.28%</td> </tr> <tr> <td>2024</td> <td>12.28%</td> </tr> </tbody> </table> | Year | Percentage | 2020 | 12.96% | 2021 | 12.96% | 2022 | 12.28% | 2023 | 12.28% | 2024 | 12.28% | |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 12.96% | | | | | | | | | | | | | | |
| 2021 | 12.96% | | | | | | | | | | | | | | |
| 2022 | 12.28% | | | | | | | | | | | | | | |
| 2023 | 12.28% | | | | | | | | | | | | | | |
| 2024 | 12.28% | | | | | | | | | | | | | | |
| <p>NHS Bridges in Good Condition</p> | <p>In 2024, 17.28% of NHS Bridges were in Good Condition. This is an improvement of 5.01% since 2020, however, this number needs to greatly improve to meet the 2025 target, which is set at 28%.</p> | <p style="text-align: center;">NHS Bridges in Good Condition Improving</p> <table border="1" style="display: none;"> <caption>NHS Bridges in Good Condition</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>12.27%</td> </tr> <tr> <td>2021</td> <td>12.27%</td> </tr> <tr> <td>2022</td> <td>15.28%</td> </tr> <tr> <td>2023</td> <td>17.28%</td> </tr> <tr> <td>2024</td> <td>17.28%</td> </tr> </tbody> </table> | Year | Percentage | 2020 | 12.27% | 2021 | 12.27% | 2022 | 15.28% | 2023 | 17.28% | 2024 | 17.28% | |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 12.27% | | | | | | | | | | | | | | |
| 2021 | 12.27% | | | | | | | | | | | | | | |
| 2022 | 15.28% | | | | | | | | | | | | | | |
| 2023 | 17.28% | | | | | | | | | | | | | | |
| 2024 | 17.28% | | | | | | | | | | | | | | |
| <p>NHS Bridges in Poor Condition</p> | <p>In 2024, 3.70% of NHS Bridges were in Poor Condition. This is a 1.82% improvement from 2020 and meets the 7.50% targets set for 2025.</p> | <p style="text-align: center;">NHS Bridges in Poor Condition Improving</p> <table border="1" style="display: none;"> <caption>NHS Bridges in Poor Condition</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>5.52%</td> </tr> <tr> <td>2021</td> <td>5.52%</td> </tr> <tr> <td>2022</td> <td>3.88%</td> </tr> <tr> <td>2023</td> <td>3.70%</td> </tr> <tr> <td>2024</td> <td>3.70%</td> </tr> </tbody> </table> | Year | Percentage | 2020 | 5.52% | 2021 | 5.52% | 2022 | 3.88% | 2023 | 3.70% | 2024 | 3.70% | |
| Year | Percentage | | | | | | | | | | | | | | |
| 2020 | 5.52% | | | | | | | | | | | | | | |
| 2021 | 5.52% | | | | | | | | | | | | | | |
| 2022 | 3.88% | | | | | | | | | | | | | | |
| 2023 | 3.70% | | | | | | | | | | | | | | |
| 2024 | 3.70% | | | | | | | | | | | | | | |