

Reading Area Transportation Study

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c/o Berks County Planning Commission
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To: Reading Area Transportation Study Coordinating Committee
From: Amanda Timochenko, Transportation Planner II
Re: Traffic Safety Report 2018-2022
Date: January 18, 2024

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess safety on all public roads including local roads. These measures, known collectively as PM-1 measures, define a strategic approach that uses system information to make investment and policy decision to achieve national performance goals.



















PennDOT has established performance measures for safety to help drive investment decisions to meet PennDOT's overall goal over a 5-year rolling average period of a 2% annual reduction for fatalities and maintain level for suspected serious injuries. There are 5 performance measures used to evaluate safety which are: number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. Meeting the goal requires at least four of the five safety performance targets to have been met or for the actual outcome to be better than the baseline performance.

Federal regulations also 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 continues to plan and program projects in support of the PennDOT safety targets utilizing a Safe System approach that involves anticipating human mistakes by designing and managing roadway infrastructure that reduces and minimizes the risk of potential mistakes. The goal of the RATS Traffic Safety Report 2018-2022 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.







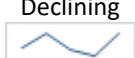

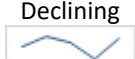

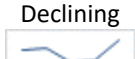







Berks County Scorecards based on the Pennsylvania Strategic Highway Safety Plan (SHSP) Priority Emphasis Areas and Safety Focus Areas have been created for both fatalities and suspected serious injuries. These scorecards can be viewed at the end of this memo.

New to the Traffic Safety Report this year is the addition of a table that identifies the predominant collision type for roadway segments where more than 20 reportable crashes occurred. As well, a table that identifies projects that are programmed on the current Transportation Improvement Program (TIP) that include elements of safety as part of the overall goal that the project aims to address is included in the report.



Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2018 to 2022

Indicator Name	Description	Trend	Trend Rating
Roadway Fatalities	The total number of fatal roadway crashes increased approximately 21% from 2018 to 2022.	Declining 	
Roadway Suspected Serious Injury	The total number of suspected serious injury roadway crashes decreased approximately 2% from 2018 to 2022.	Steady 	
Impaired Driver Fatalities	The total number of fatal crashes among impaired drivers increased approximately 62% from 2018 to 2022.	Declining 	
Impaired Driver Suspected Serious Injury	The total number of suspected serious injury crashes among impaired drivers decreased approximately 20% from 2018 to 2022.	Improving 	
Vulnerable Road User Fatalities	Despite crashes involving VRUs declining approximately 4% from 2018 to 2022, the total number of fatal crashes among this group increased from 2018 to 2022.	Declining 	
Vulnerable Road User Suspected Serious Injury	Despite crashes involving VRUs declining approximately 4% from 2018 to 2022, the total number of suspected serious injury crashes among this group increased approximately 28%.	Declining 	
Work Zone Fatalities	There were no work zone fatal crashes in 2022 and therefore decreased approximately 100% from 2018 to 2022.	Improving 	
Work Zone Suspected Serious Injury	Work zone suspected serious injury crashes decreased by 2 in 2022 from a total of 3 in 2018 representing a decrease of approximately 67% from 2018 to 2022.	Improving 	
Motorcyclist Fatalities	Fatal crashes among motorcyclists remained relatively steady across the 5-year period between 2018 to 2022.	Steady 	

Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2018 to 2022

Indicator Name	Description	Trend	Trend Rating
Motorcyclist Suspected Serious Injury	Suspected serious injury crashes among motorcyclists increased approximately 67% from 2018 to 2022.	Declining 	
Lane Departure Fatalities	Lane departure fatal crashes remained relatively consistent across the 5-year period from 2018 to 2022.	Steady 	
Lane Departure Suspected Serious Injury	Lane departure suspected serious injury crashes remained relatively steady across the 5-year period from 2018 to 2022.	Steady 	
Local Road Fatalities	Local road fatal crashes nearly doubled from 2018 to 2022.	Declining 	
Local Road Suspected Serious Injury	Local road suspected serious injury crashes increased approximately 23% from 2018 to 2022.	Declining 	
Intersection Fatalities	Fatal crashes at intersections increased approximately 38% from 2018 to 2022.	Declining 	
Intersection Suspected Serious Injury	Suspected serious injury crashes at intersections remained relatively steady from 2018 to 2022.	Steady 	
Heavy Truck Related Fatalities	Fatal crashes involving heavy trucks decreased by 1 from 2018 to 2022.	Steady 	
Heavy Truck Related Suspected Serious Injury	Suspected serious injury crashes involving heavy trucks decreased approximately 43% from 2018 to 2022.	Improving 	

Safety Trend Summary for Fatal and Suspected Serious Injury Crashes from 2018 to 2022

Indicator Name	Description	Trend	Trend Rating
Young (16-18) and Mature (65+) Driver Fatalities	Fatal crashes involving young and mature drivers remained relatively steady across the 5-year period from 2018 to 2022.	Steady 	
Young (16-18) and Mature (65+) Driver Suspected Serious Injuries	Suspected serious injury crashes involving young and mature drivers remained relatively steady across the 5-year period from 2018 to 2022.	Steady 