



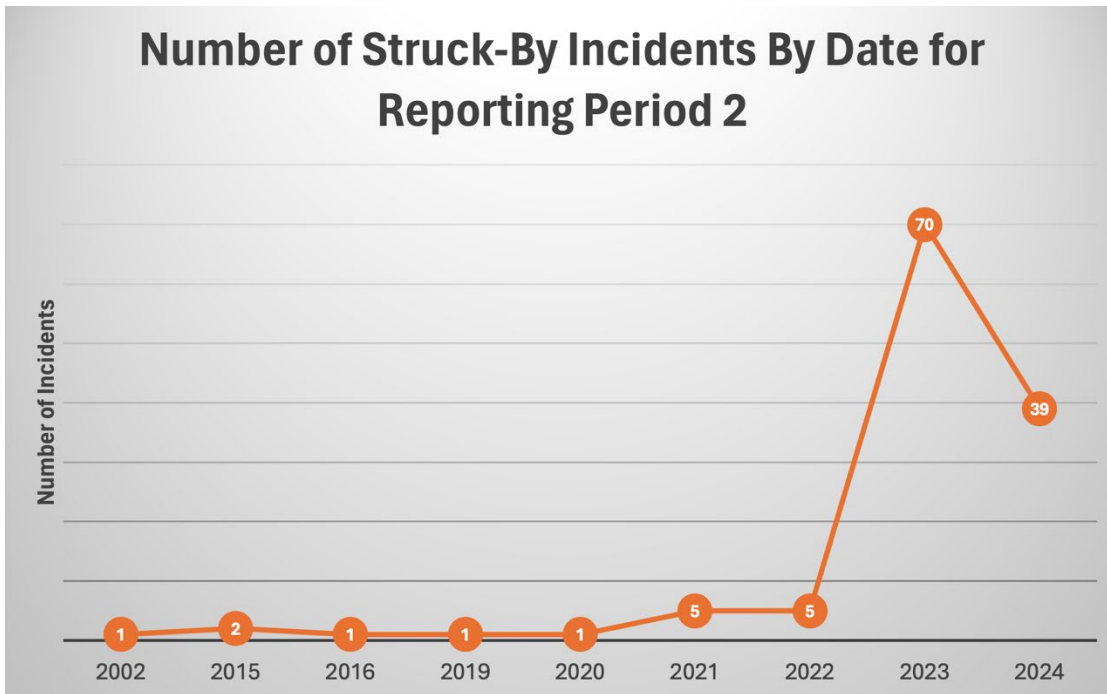
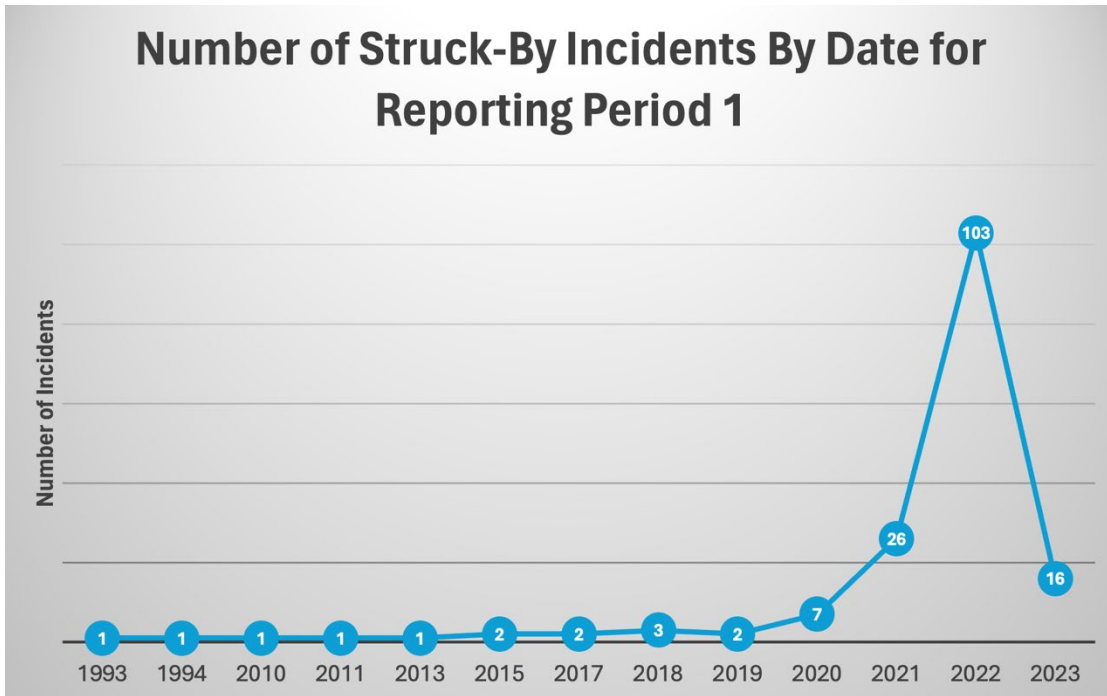
ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

The Emergency Responder Safety Institute (ERSI) and the Cumberland Valley Volunteer Firefighters Association (CVVFA) have worked for years to improve the safety of those who respond to incidents on America’s roadways. Continuing to be proactive in this effort, the CVVFA and ERSI (a committee of the CVVFA) work together to develop better documentation and analysis on how and where our country’s first responders are being struck, injured, and killed. This is accomplished through this enhanced platform and capability to solicit and collect struck-by incident information from voluntary reporters and significantly upgrading the functionality and depth of data collection.

Analysis of the Data

The following data and related analysis represent the 300 submissions that completed most of the questions in the ReportStruckBy.com reporting system between 11/12/2021 and 3/28/2024. These submissions were separated by two different reporting periods. Reporting period one included submissions entered between 11/12/2021 and 2/27/2023 and reporting period two included submissions entered between 2/28/2023 and 3/28/2024. The date of these incidents spanned from 4/4/1993 to 2/23/2023 during reporting period one and from 1/4/2002 to 3/25/2024 for reporting period two (Figures 1a and 1b). It is recognized that this analysis is limited to the data submitted.

Figures 1a & 1b – Number of Struck-By Incidents By Date

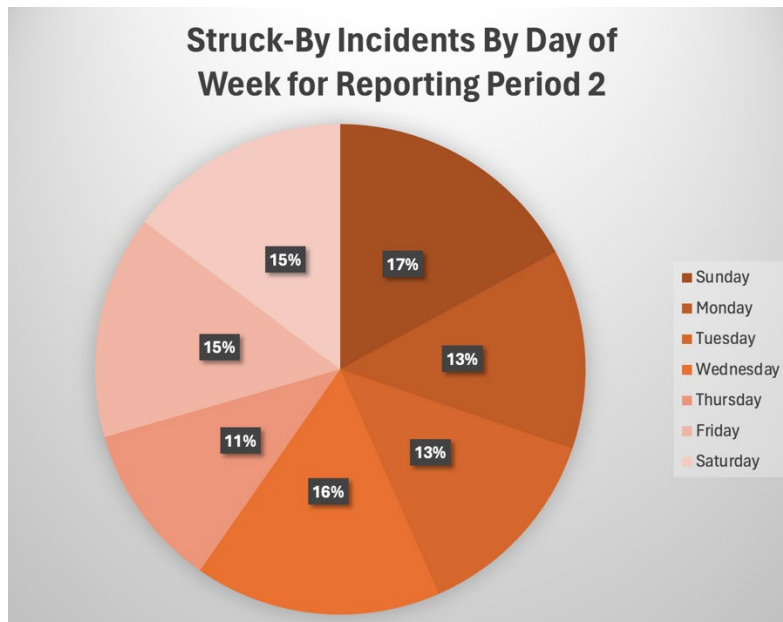
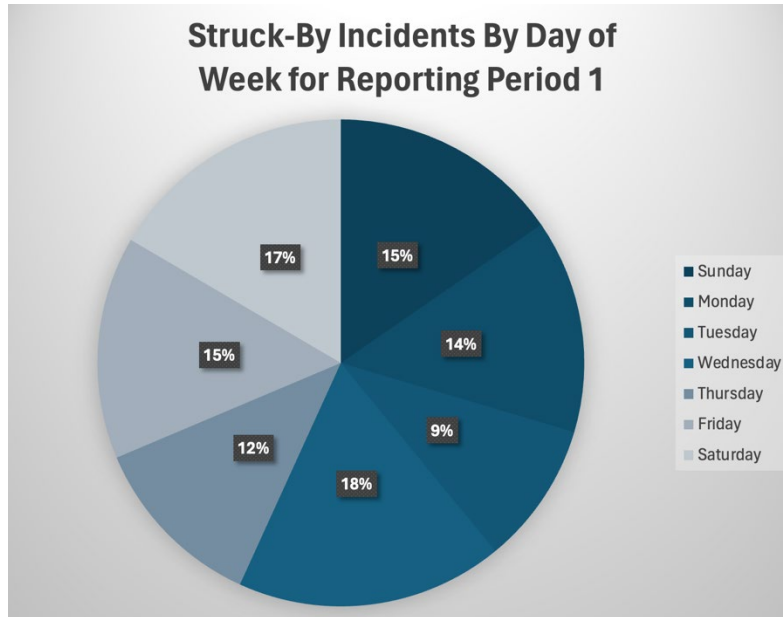


ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

No significant changes were noted in incident occurrence by day of the week.

Ninety-nine percent of the submissions included the day of the week (Figures 2a & 2b) the incident occurred. The incidents were well distributed throughout the week, with 18% of the incidents occurring on a Wednesday as the most frequent day and 9% occurring on a Tuesday as the least frequent day.

Figures 2a & 2b – Struck-By Incidents by Day of the Week

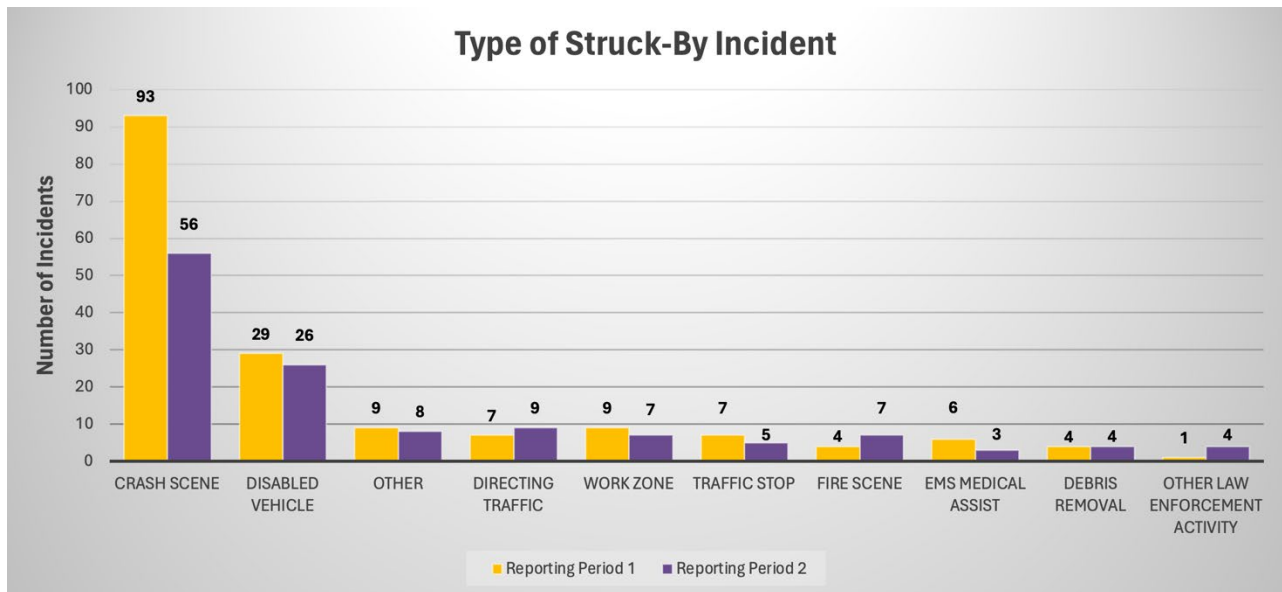


ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

No significant changes were noted in type of incident occurrence where the struck-by occurred, with crash scenes remaining most frequent followed by disabled vehicles.

Similarly, 99% of the submissions indicated the incident type, with 169 and 129 submissions for reporting periods one and two, respectively (Figure 3). The most frequent incident type was crash scene with over half (55%) of the incidents during reporting period one classified as such, and 43% (n=56) of the incidents during reporting period two. The next most frequent incident type (17% and 20% during reporting period one and two, respectively) was a disabled vehicle. The remaining incidents were identified as a work zone, directed traffic, traffic stop, EMS medical assist, debris removal, fire scene, other law enforcement activity, and others. These other activities included: firefighters struck by vehicle while guiding fire apparatus backing into the station; news media; backing ambulance out of a driveway; traveling home; right of way sign inspection crew; special event traffic monitoring; hit by car on bike; crossing the street; and roadside assistance.

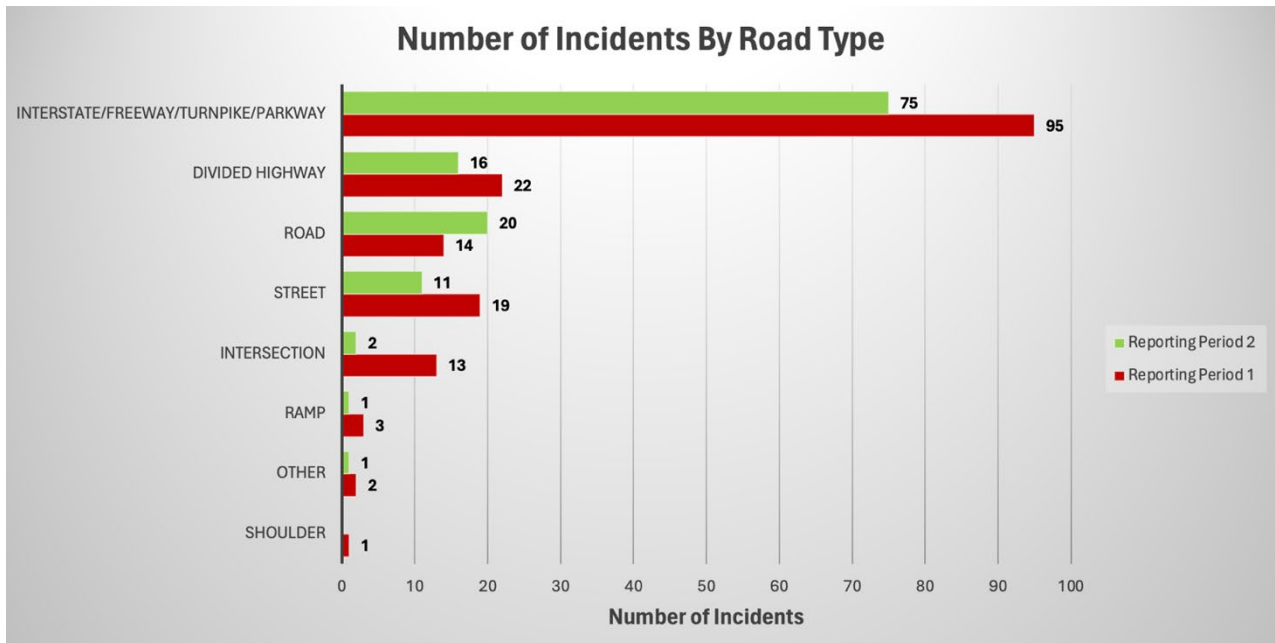
Figure 3 – Type of Struck-By Incident



Limited access highways continue to be the primary location of those struck-by incidents being reported.

All but five submissions (295 or 98%) included the roadway type (Figure 4). Fifty-seven percent of all the incidents took place on an interstate, freeway, turnpike, or parkway, while 13% occurred on a divided highway, 11% happened on a road, and 10% happened on a street. The remaining 10% of the incidents took place on an intersection, ramp, parking lot, rural area, or shoulder.

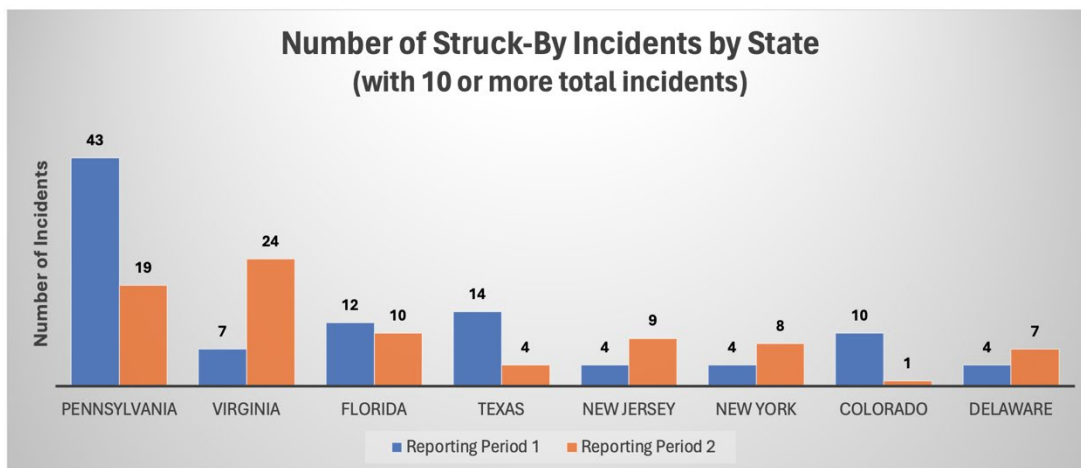
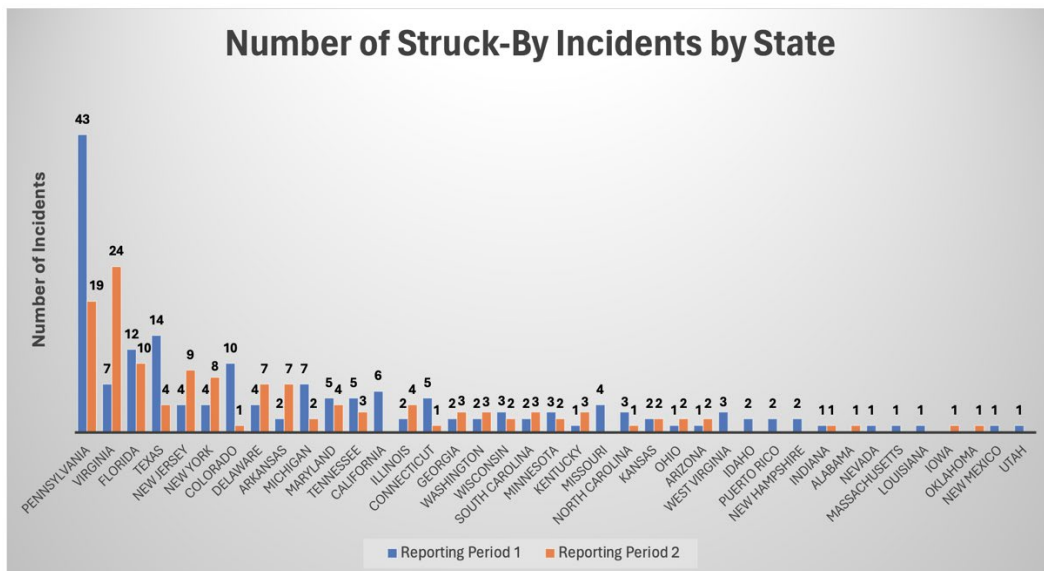
Figure 4 – Number of Incidents by Road Type



Pennsylvania and Virginia provided the most submissions to the system. This appears to be directly related to the marketing and communication of the program in those states. In addition, once a sufficient number of submissions occurs by state, secondary analyses by state may prove valuable. Appendices 1 and 2 provide possible examples.

Ninety-nine percent, or 299, of the submissions indicated the state where the incident occurred for both reporting periods (Figures 5a & 5b). Thirty-eight different states and Puerto Rico were represented in the sample, with most of the incidents (20%) occurring in Pennsylvania. The other states with the most incidents were Virginia (10%), Florida (7%), Texas (6%), New Jersey (4%), New York (4%), Colorado (4%), and Delaware (4%). **This limited reporting reinforces the importance of marketing on a national basis and working to integrate and prioritize this reporting with leadership in all kinds of roadway response agencies.**

Figures 5a & 5b – Number of Struck-By Incidents by State

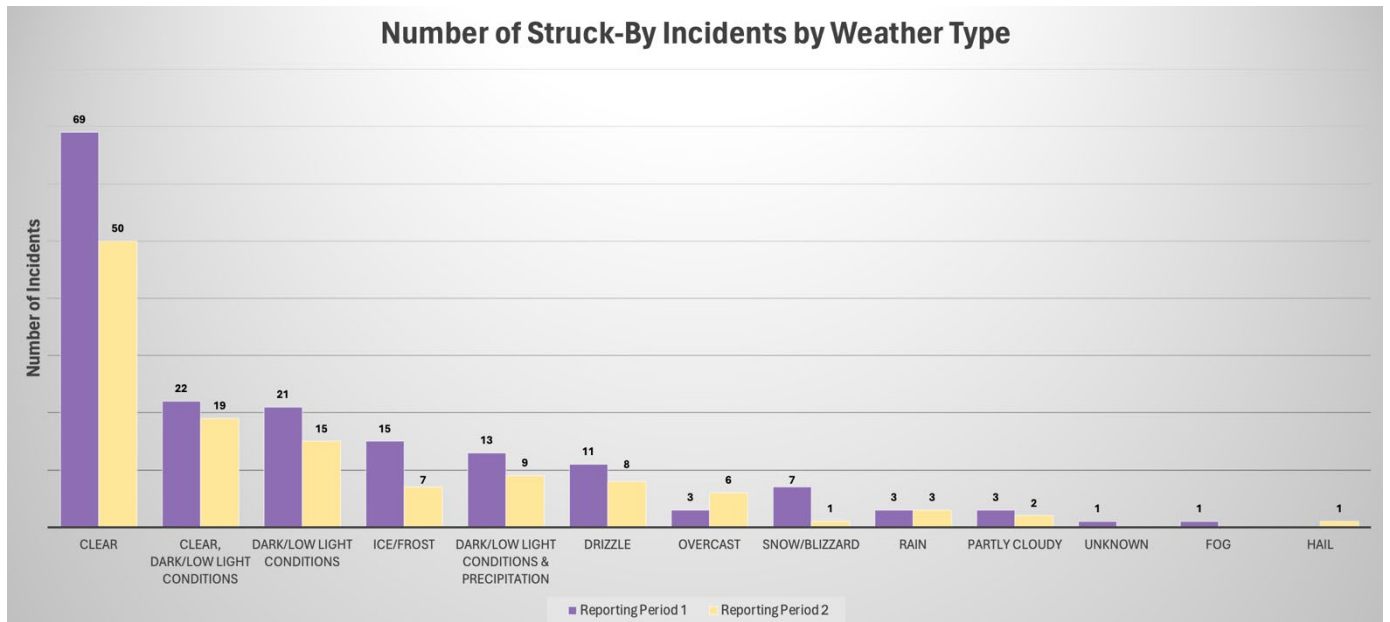


ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

No significant changes were noted in type of incident occurrence by weather condition, with most incidents reported occurring in clear or clear with low light conditions.

All but ten (290 total) of the submissions included the weather conditions at the time of the incident (Figure 6). The most frequent weather condition cited across both reporting periods was clear at 41%. The next most frequent conditions reported were clear but dark or low light conditions (14%) and dark or low light conditions (12%).

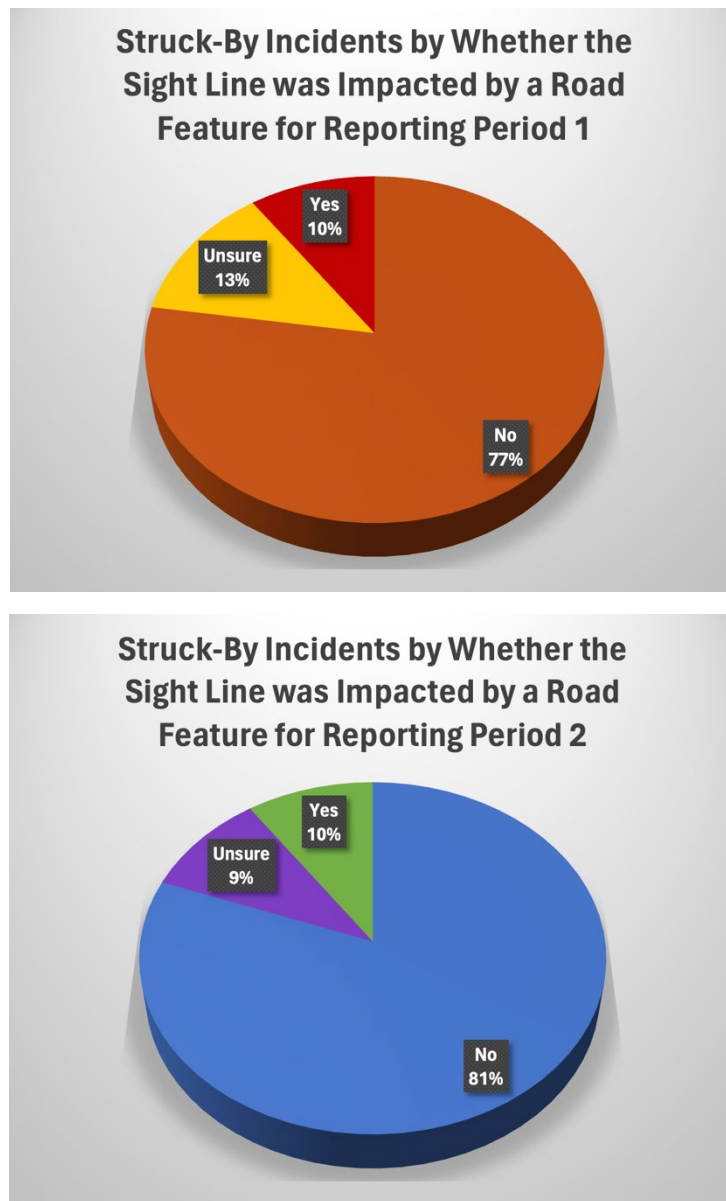
Figure 6 – Number of Struck-By Incidents by Weather Type



No significant changes were noted in sight distance being an issue in the struck-by situation.

Ninety-six percent of the submissions indicated whether a road feature, such as a blind curve or steep grade, impacted the sight distance (Figure 7). A majority of the submissions reported that the sight distance was not impacted (77% during reporting period one and 81% during reporting period two), while 10% reported that it was impacted for both reporting periods. The remaining 13% of reporting period one and 9% of reporting period two were unsure if the sight distance was impacted.

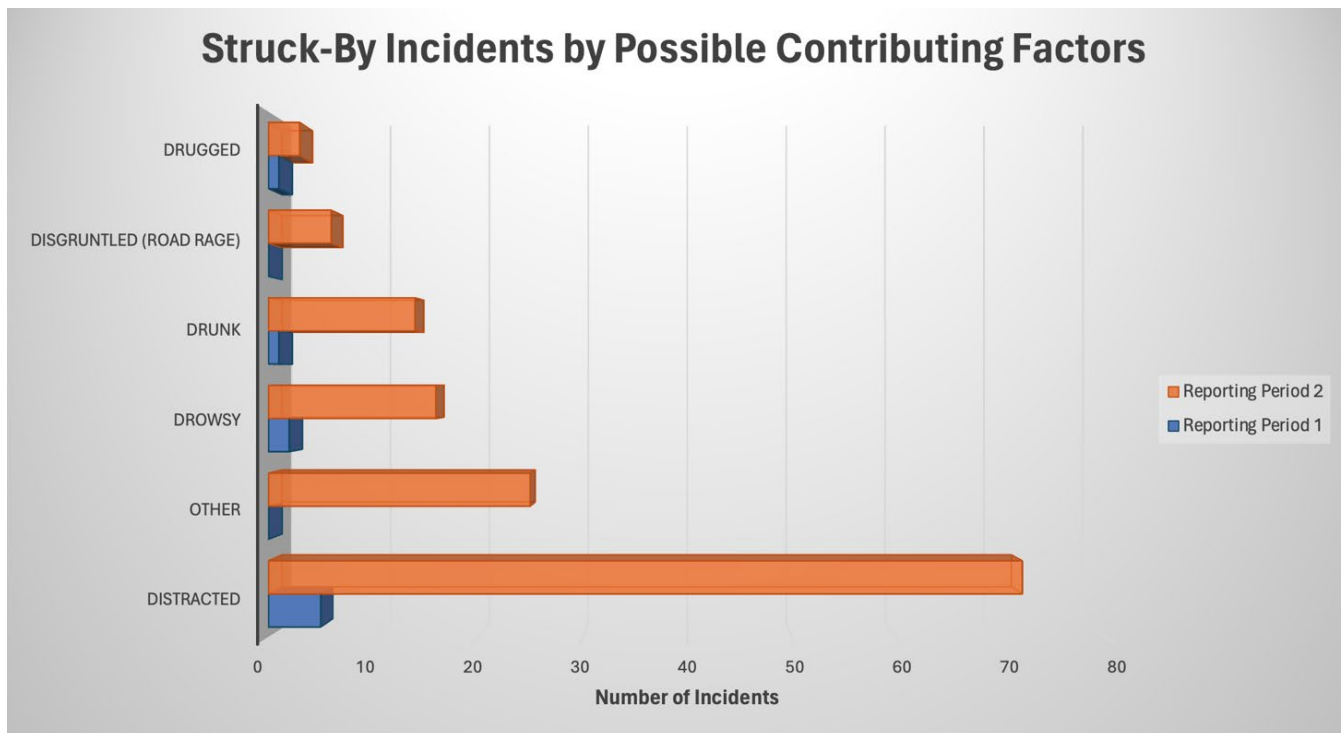
Figure 7 – Struck-By Incidents by Whether the Sight Line Was Impacted by a Road Feature



Three out of four incidents indicate a “D” driver suspected involvement.

Identified in both reporting period as a possible significant area of concern, is the “D” driver (drugged, disgruntled/road rage, drunk, drowsy, distracted). Figure 8 shows distracted was the factor most frequently commented on as a **POSSIBILITY**. Of the 141 incidents submitted after adding the question regarding possible factors of the incident, 78% of the submissions reported the possibility of the driver being disgruntled, distracted, drowsy, drunk, drugged, or some other factor. A majority (77 or 70%) of the submissions identified a distracted driver being a possible factor in the incident.

Figure 8 – Struck-By Incidents by Possible Contributing Factors



Number of Reported Fatalities, Injuries, and Struck-No Injuries

Of those incidents reporting injuries, fatalities, or persons struck, the number of reported persons/incidents follow (Figure 9). However, given that the reporting period timing is different, the only relevance is that struck-by incidents continue to impact people’s lives and response team operations and well-being.

While there were 159 personnel reported struck in this most recent reporting period, we are confident that the numbers are substantially higher and expect the documented reporting to rise as the system becomes part of standard procedures for many of our roadway responders.

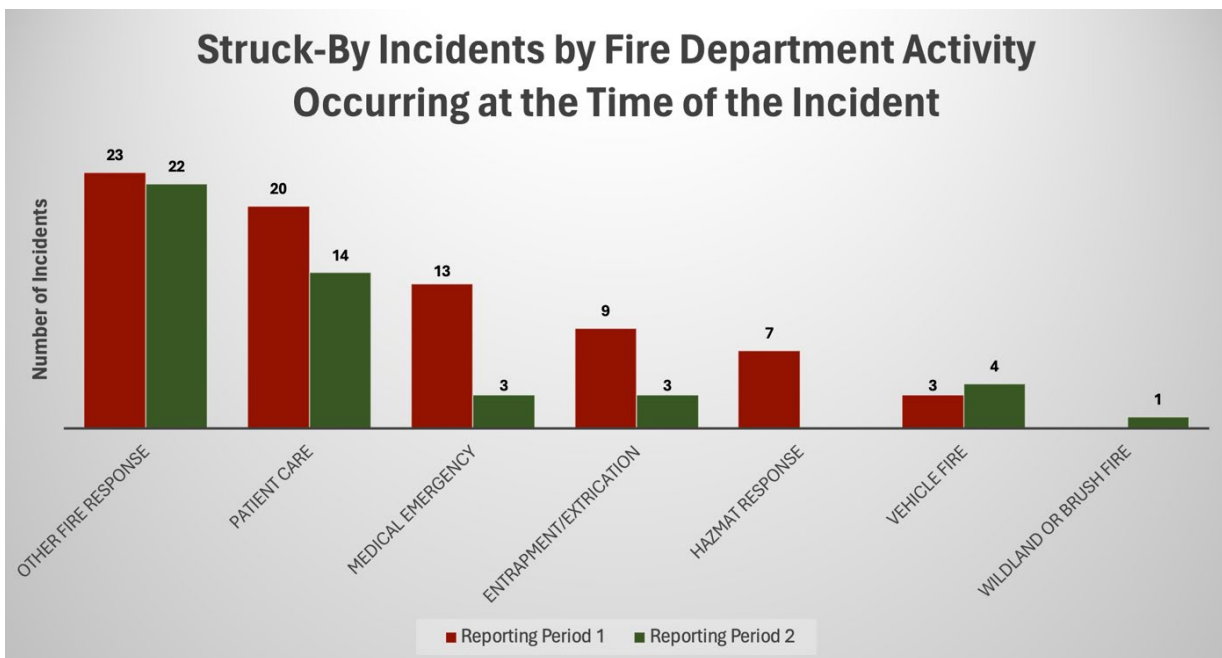
Figure 9 – Number of Persons Struck Reported During Reporting Period 1 and Period 2

Number of Persons Struck Reported During Reporting Period 1 and Period 2						
Role	Fatalities		Injuries		Struck No Injuries	
	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2
Fire or Fire Rescue	7	9	40	27	2	2
Fire Police or Special Traffic Unit	3	1	9	5	1	0
EMS	2	3	9	6	0	1
Law Enforcement	15	3	28	16	3	1
Safety Service Patrol or Freeway Service Patrol	4	0	13	7	4	2
Department of Transportation	0	3	5	5	5	3
Public Works	0	0	0	1	1	0
Towing, Recovery, or Road Service Technician	11	6	13	5	3	2
Civilians	10	12	37	37	15	6
Other	4	0	2	2	1	0
TOTAL REPORTED	56	37	156	105	35	17
PROJECT TOTALS REPORTED	93 Fatalities		261 Injuries		52 Struck, Not Injured	

The incidents continue to occur across a broad spectrum of service providers with each being exposed to possible impact with no specific items of note in types of vehicles being struck.

Forty-one percent, or 122, of the submissions indicated the fire department activities in progress when the incident occurred (Figure 10). Across both reporting periods, the most frequent responses were other fire responses (37%) and patient care (28%). The other 35% included medical emergencies, entrapment/extrications, hazmat responses, vehicle fires, and a wildland or brush fire.

Figure 10 – Struck-By Incidents by Fire Department Activity Occurring at the Time of the Incident

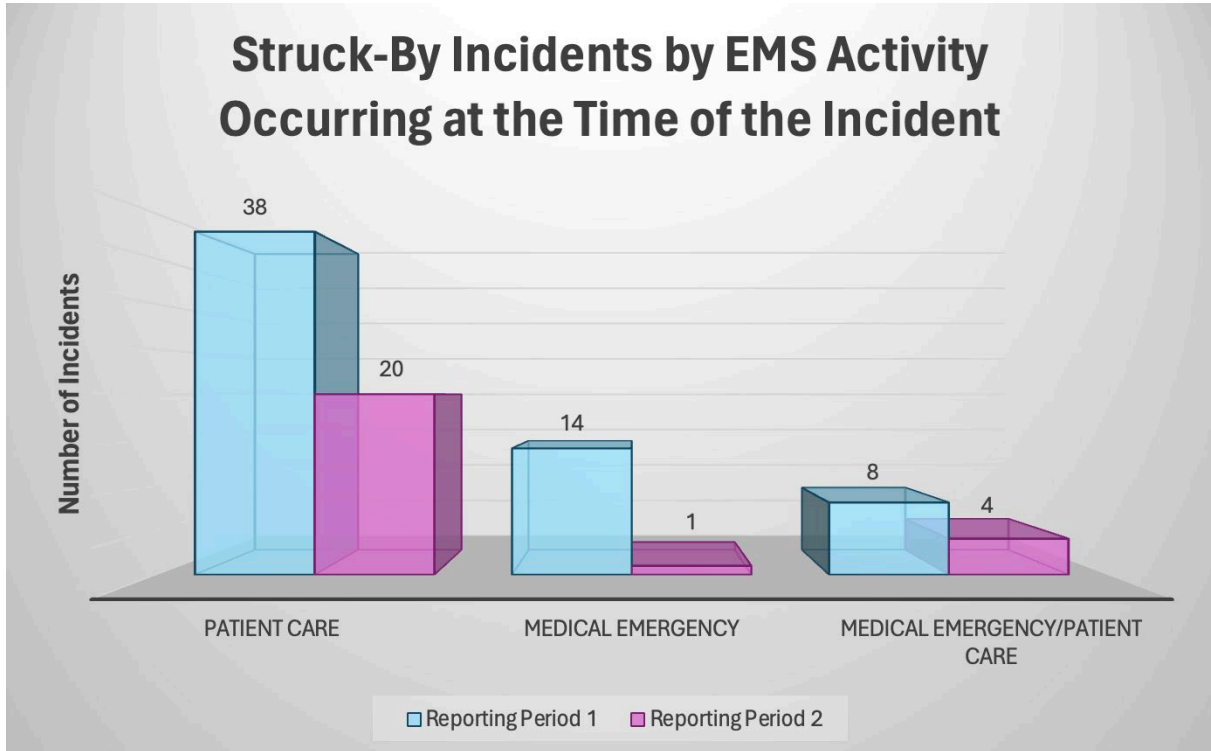


Type of Vehicle Struck		
	PERIOD 1 (multi-year)	PERIOD 2 (one year)
Safety Service Patrol	19	25
Fire department	41	20
Law Enforcement	23	18
Tow Operations	18	13
DOT/Public Works	11	8
Emergency Medical Service	5	3
Fire Police	3	2
Near Miss – No vehicles struck	63	40

ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

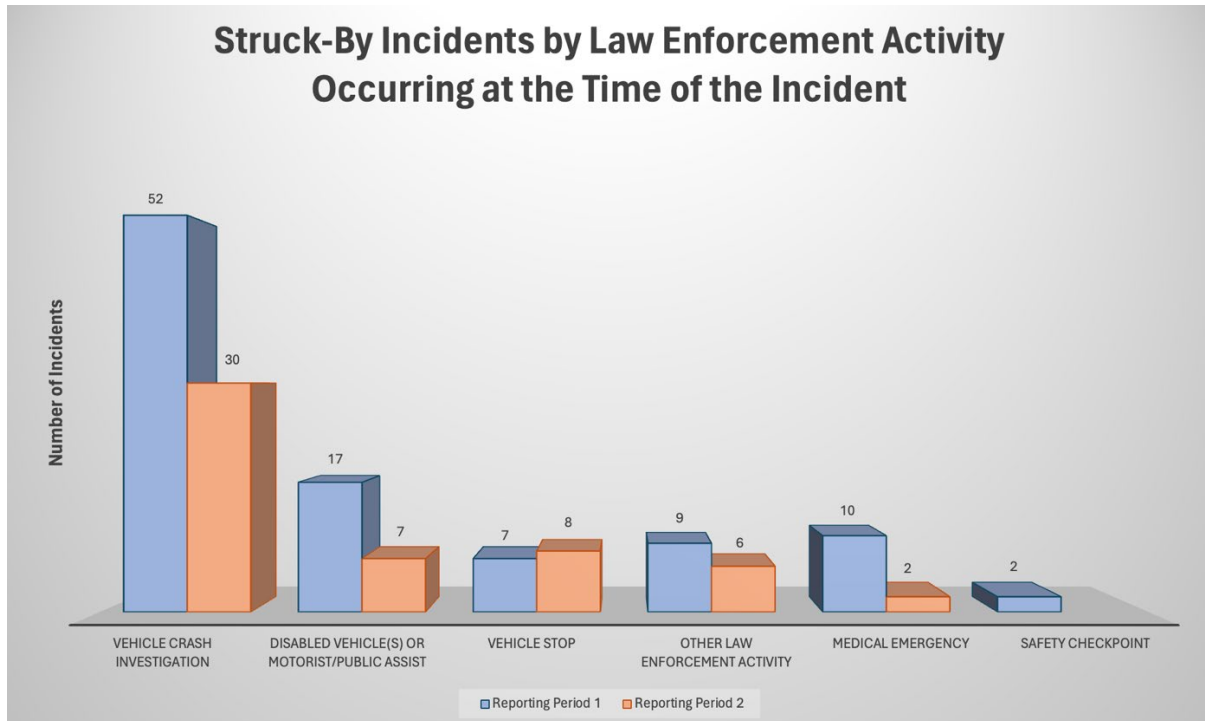
Of the 85 (28%) submissions that indicated the EMS activities that were in progress when the incident occurred, 68% reported patient care, 18% reported medical emergency, and the remaining 14% reported medical emergency and patient care when looking across both reporting periods (Figure 11).

Figure 11 – Struck-By Incidents by EMS Activity Occurring at the Time of the Incident



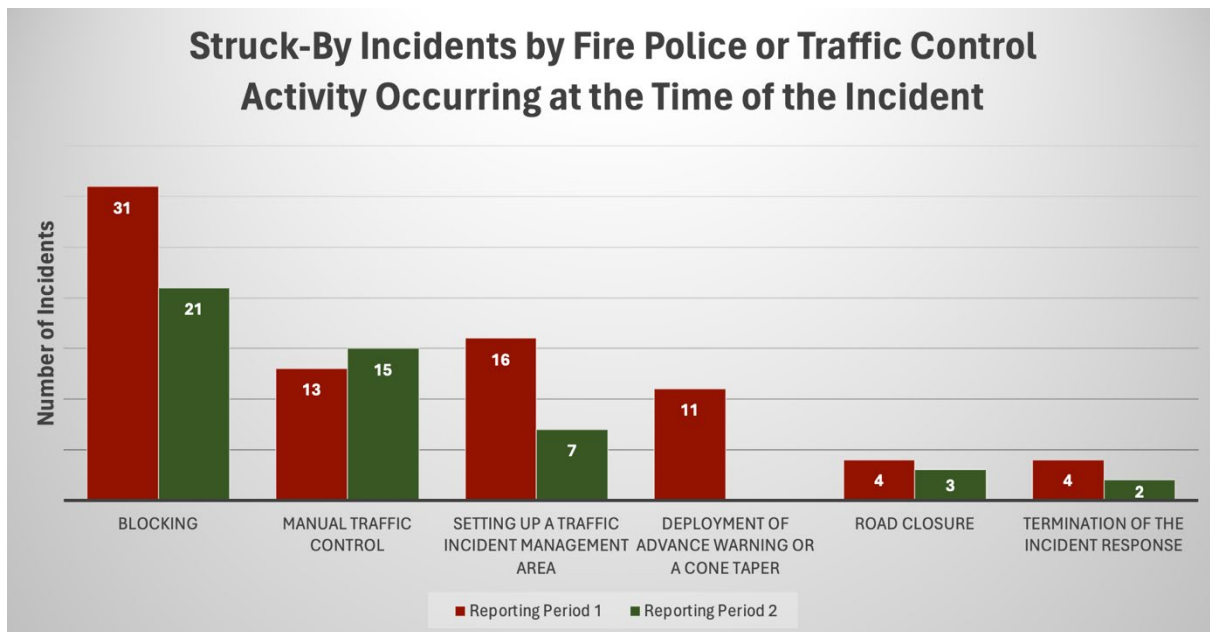
Half of the submissions (50%; n=150) reported the law enforcement activities in progress when the incident occurred (Figure 12). The most frequent activity across both reporting periods was a vehicle crash investigation (55%), while the second most frequent activity reported was a disabled vehicle or motorist/public assist (16%). Other law enforcement activities reported included medical emergencies, vehicle stops, safety checkpoints, and other law enforcement activities.

Figure 12 – Struck by Incidents by Law Enforcement Activity Occurring at the Time of the Incident



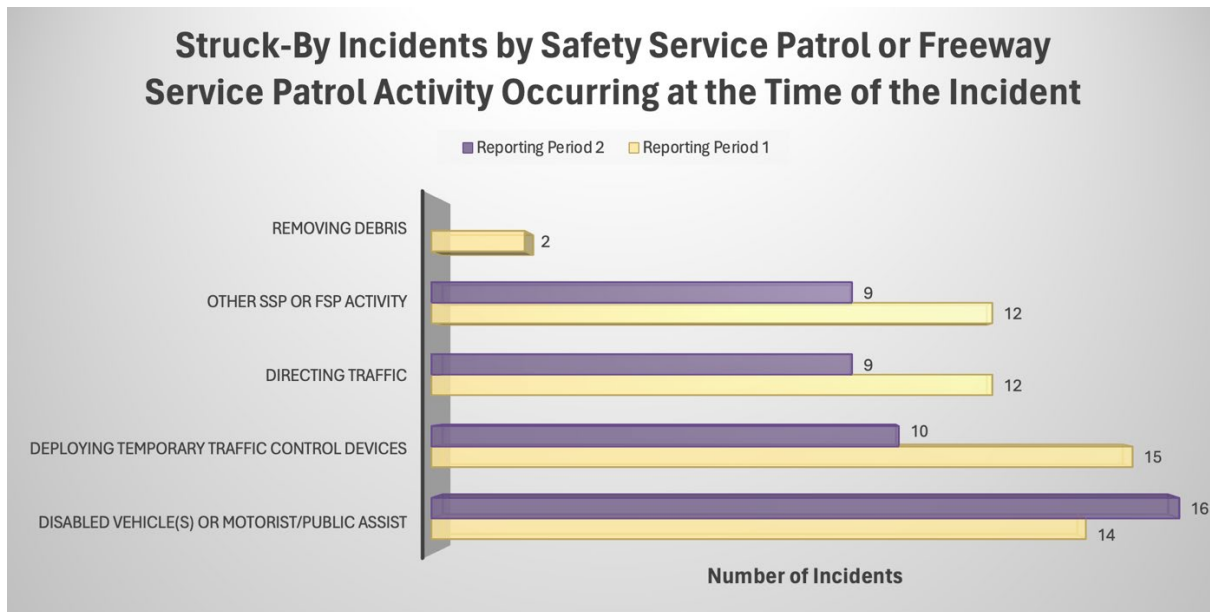
Just under half of the submissions (127 or 42%) indicated the fire police or traffic control activities that were in progress (Figure 13). Across both reporting periods, forty-one percent of the incidents were in the process of blocking when the accident occurred, while 22% of the incidents indicated the fire police or traffic control were in the process of manual traffic control. Other fire police and traffic control activities reported included setting up a traffic incident management area, deployment of advance warning or a cone taper, road closure, and termination of the incident response.

Figure 13 – Struck by Incidents by Fire Police or Traffic Control Activity Occurring at the Time of the Incident



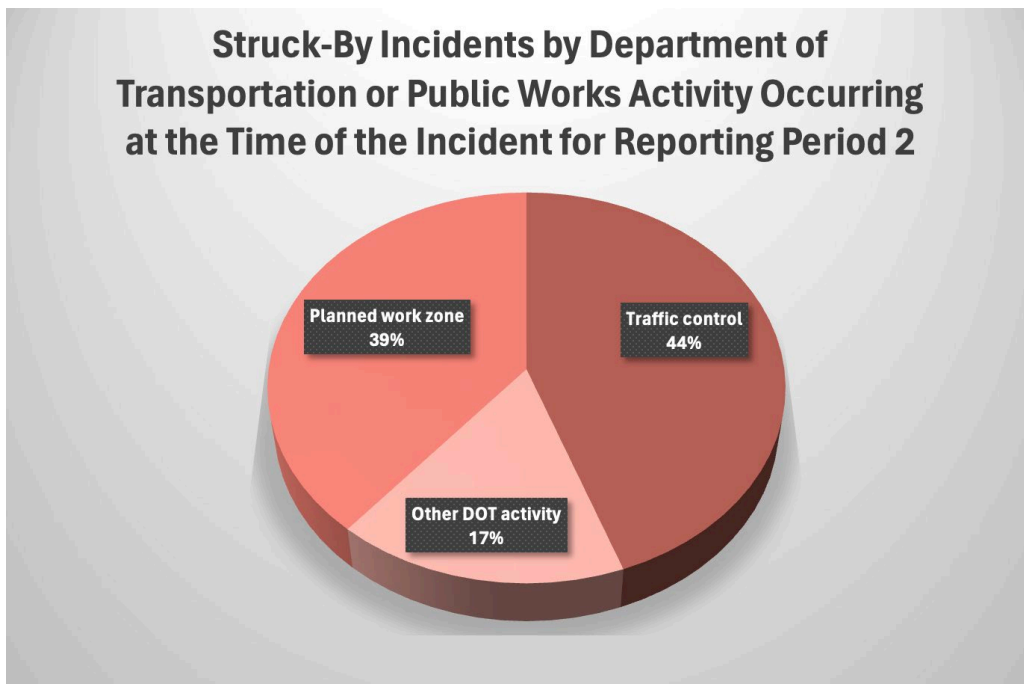
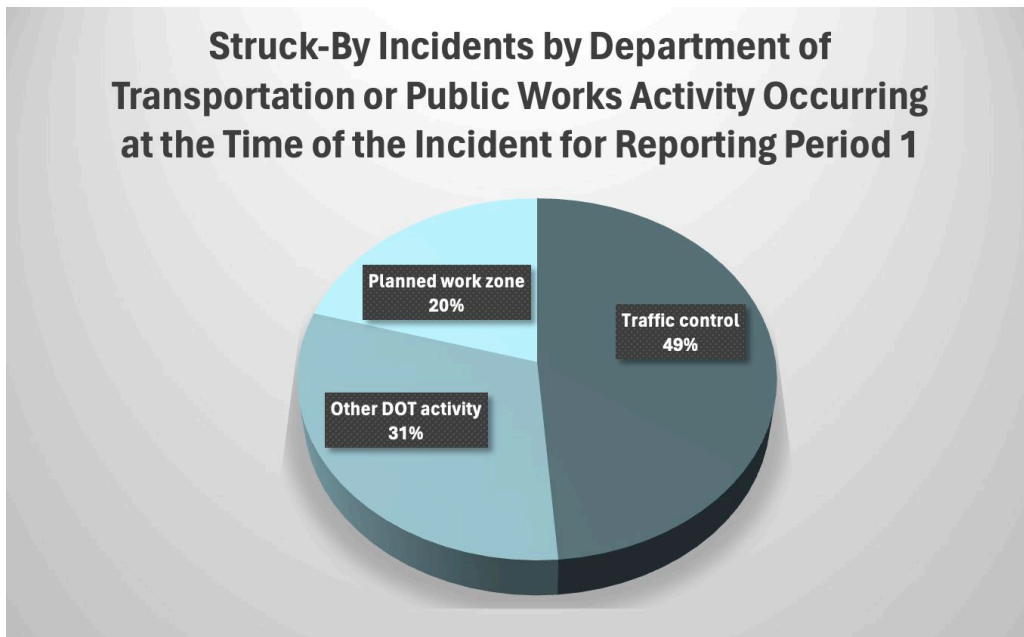
Nearly a third (33%: n = 99) of the entire sample indicated the safety service patrol (SSP) or freeway service patrol (FSP) activities that were in progress when the incidents occurred. (Figure 14). The SSP and FSP activities across both reporting periods included disabled vehicle or motorist/public assist (30%), deploying temporary traffic control devices (25%), directing traffic (21%), other SSP or FSP activities (21%), and removing debris (2%).

Figure 14 – Struck by Incidents by Safety Service Patrol or Freeway Service Patrol Activity Occurring at the Time of the Incident



Fifty-seven or 19% of the submissions reported the Department of Transportation (DOT) or public works activities in progress when the incident occurred. These activities included traffic control (47%), other DOT activity (26%), and planned work zone (26%). See Figures 15a & 15b.

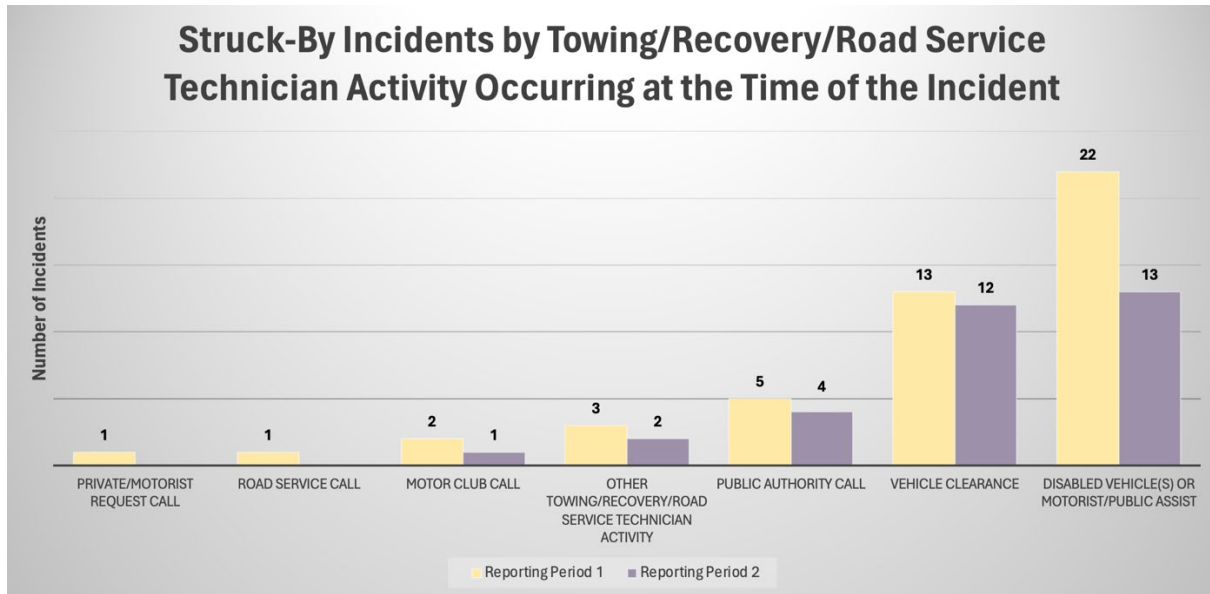
Figures 15a & 15b – Struck by Incidents by Department of Transportation or Public Works Activity Occurring at the Time of the Incident



ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

Twenty-six percent (79 submissions), including both reporting periods, indicated the towing/recovery/road service technician activities that were in progress when the incident occurred (Figure 16). The most frequent responses were disabled vehicles or motorist/public assists (44%) and vehicle clearance (32%). The other 24% included public authority calls, other towing/recovery/road service technician activities, motor club calls, private motorist request calls, and road service calls.

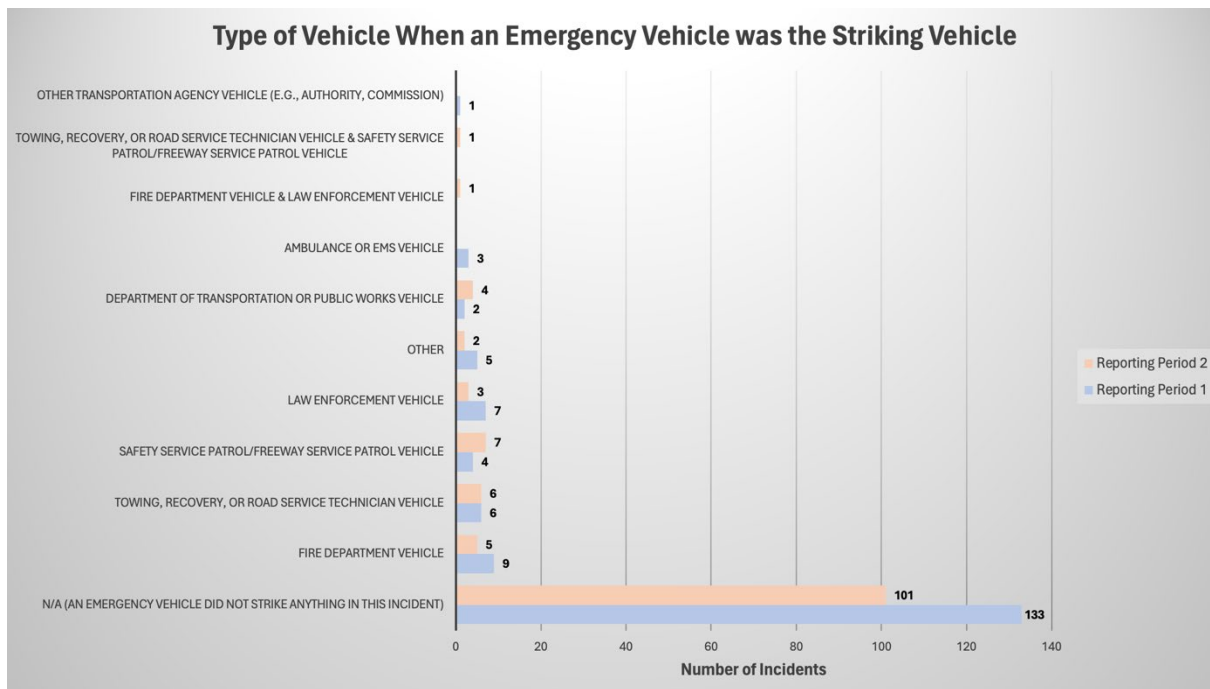
Figure 16 – Struck by Incidents by Towing/Recovery/Road Service Activity Occurring at the Time of the Incident



While there continue to be some situations where an emergency vehicle or service vehicle is the striking vehicle, the overwhelming majority of incidents involve civilian vehicles, of which 69% are either passenger cars or SUVs.

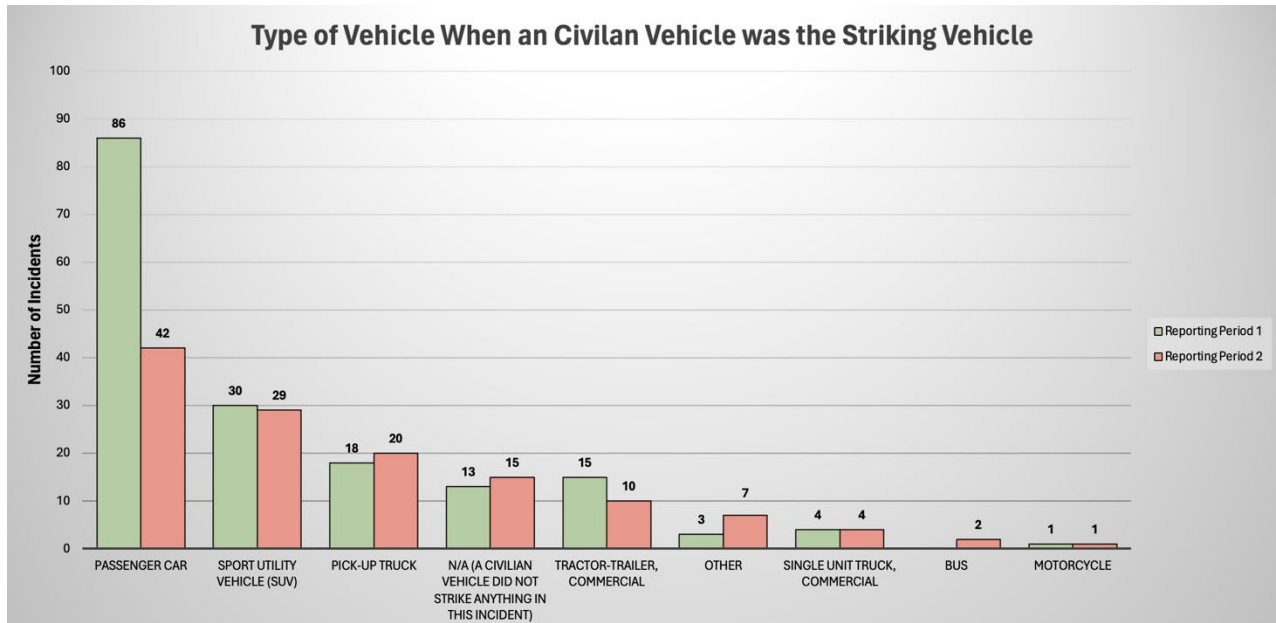
Of the 66 (22%) submissions that indicated the type of emergency vehicle that was the striking vehicle, 21% reported the striking emergency vehicle was a fire department vehicle, and 18% reported that it was a law enforcement vehicle (Figure 17). The remaining 61% reported the striking emergency vehicle was a towing, recovery, or road service technician vehicle; a safety service patrol or freeway service patrol vehicle; an ambulance or EMS vehicle; a department of transportation or public works vehicle; a transportation agency vehicle; fire department and law enforcement vehicles; and towing, recovery, or road service technician and safety service patrol or freeway service patrol vehicles.

Figure 17 – Type of Vehicle When an Emergency Vehicle Was the Striking Vehicle



Nearly all of the submissions (272 or 91%) reported the type of civilian vehicle that was the striking vehicle (Figure 17). The most frequent responses were passenger cars (47%) and sport utility vehicles (22%). The other 31% included pickup trucks, commercial tractor-trailers, commercial single-unit trucks, motorcycles, a work van, a U-Haul cargo van, a bus, and a pick-up truck with a horse trailer.

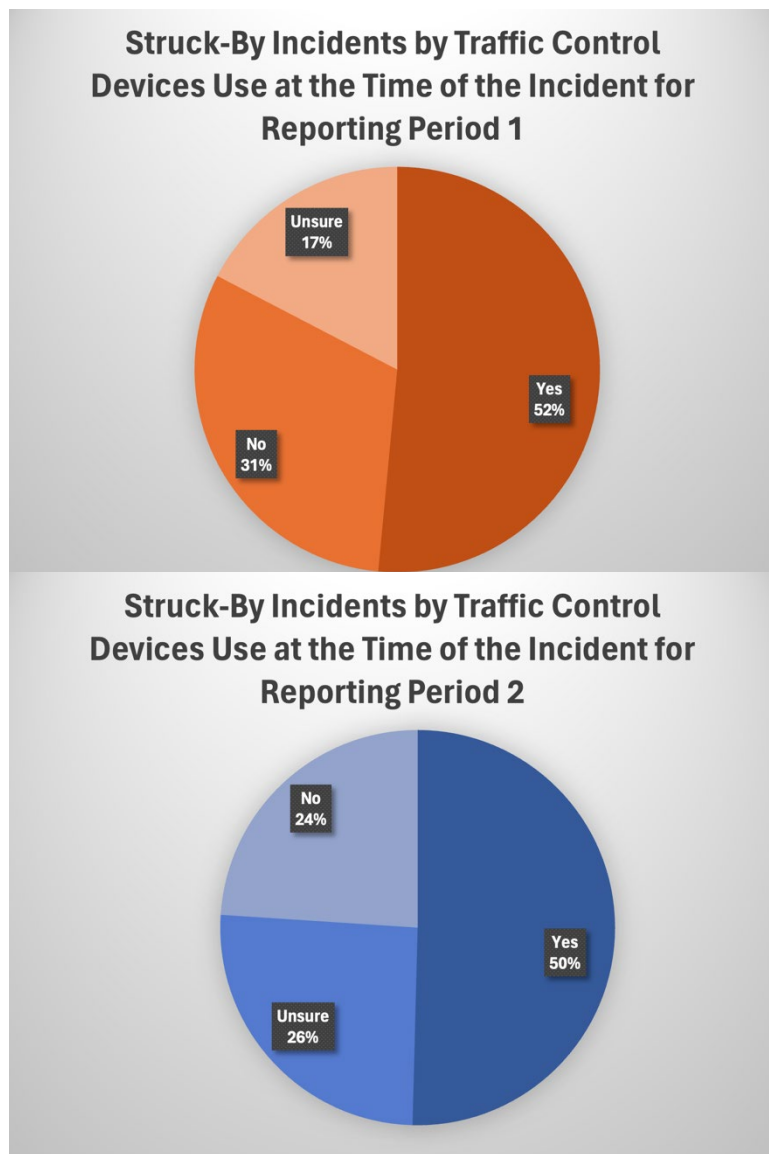
Figure 17 – Type of Vehicle when a Civilian Vehicle Was the Striking Vehicle



Traffic control devices are generally in place in most struck by incidents, but not always reported on.

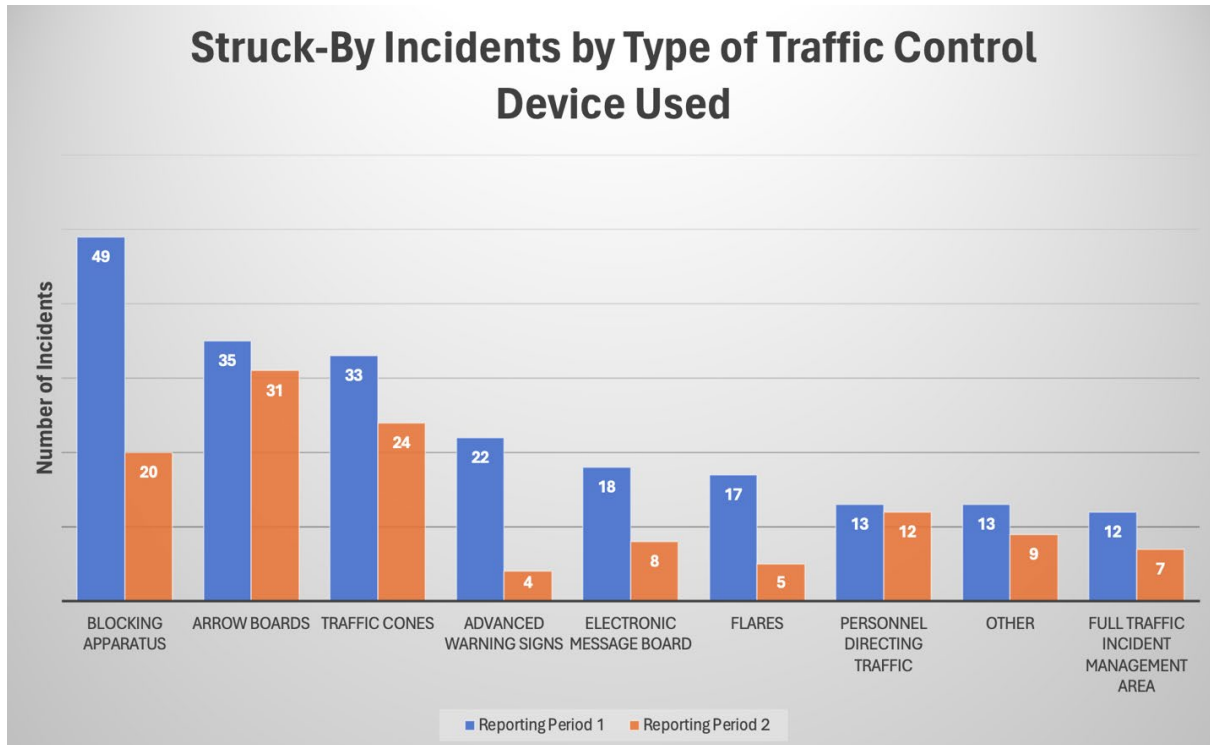
All but twelve (n = 288) of the submissions (96%) reported whether there were traffic control devices in place at the time of the incident (Figure 18a and 18b). Approximately half (52% during reporting period one and 50% during reporting period two) of the submissions reported there were traffic control devices in place. Thirty-one percent and twenty-four percent reporting during reporting periods one and two, respectively, reported that there were no traffic control devices in place. The remaining 17% in reporting period one and 26% in reporting period two were unsure.

Figure 18a and 18b – Struck-By Incidents by Traffic Control Devices in Use at the Time of the Incident



Of the 147 submissions that reported there were traffic control devices in place at the time of the incident, 145 reported the types of traffic control devices used for both reporting periods (Figure 19). The most frequently used traffic control devices used were blocking apparatuses (48%) and arrow boards (46%). Other traffic control devices used included traffic cones, advanced warning signs, electronic message boards, flares, personnel directing traffic, full traffic incident management areas, emergency lights, traffic lights, and officers on scene.

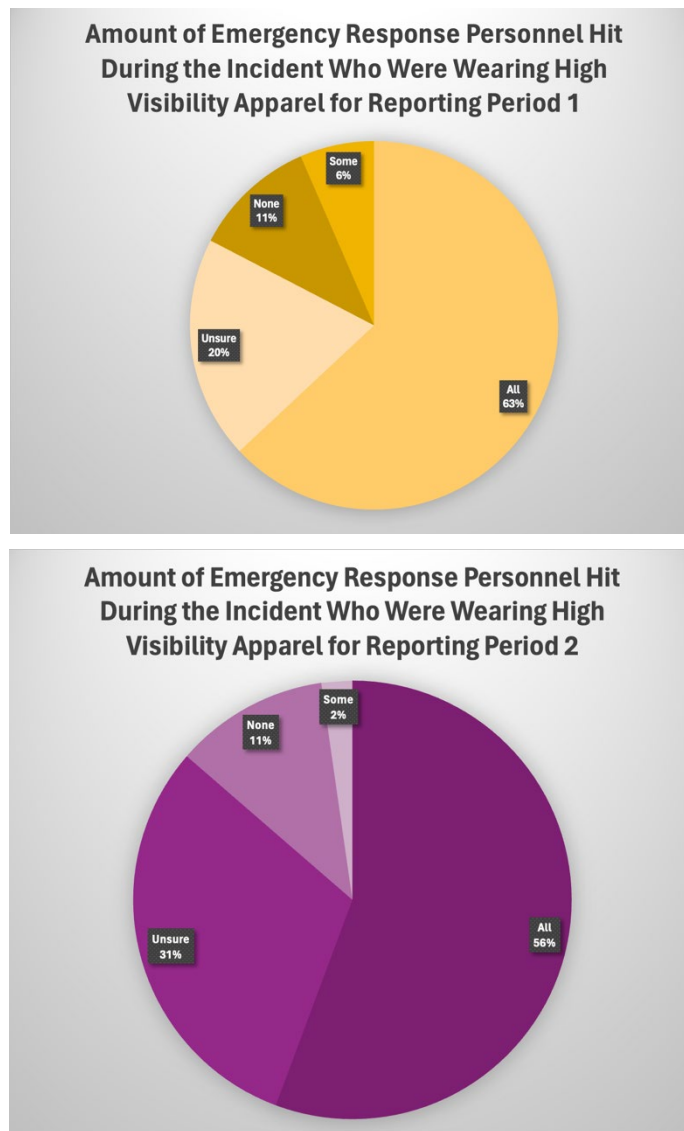
Figure 19 – Struck-By Incidents by Type of Traffic Control Devices Used



Proper personal protective equipment is worn in most struck-by cases.

Seventy-five percent of the submissions reported whether the emergency response personnel hit in the incident were wearing high visibility apparel. (Figure 20a and 20b) Most (63% during reporting period one and 56% during reporting period two) reported all of the personnel who were struck were wearing high-visibility apparel and 11% during both reporting periods reported none of the personnel were wearing high-visibility apparel. Six percent during reporting period one and two percent during reporting period two reported some were wearing high-visibility apparel, and the remaining 20% during reporting period one and 31% during reporting period 2 were unsure.

Figure 20a and 20b – Amount of Emergency Response Personnel Hit During the Incident Who Were Wearing High Visibility Apparel



Summary

In comprehensively reviewing the data, the following observations were made:

No significant changes were noted in incident occurrence by day of the week.

No significant changes were noted in incident occurrence by day of the week.

No significant changes were noted in type of incident occurrence where the struck-by occurred, with crash scenes remaining most frequent followed by disabled vehicles.

Limited Access Highways continue to be the primary location of those struck-by incidents being reported.

Pennsylvania and Virginia provided the most submissions to the system. This appears to be directly related to the marketing and communication of the program in those states. In addition, once a sufficient number of submissions occurs by state, secondary analyses by state may prove valuable. Appendices 1 and 2 provide possible examples.

No significant changes were noted in type of incident occurrence weather condition, with most incidents reported occurring in clear or clear with low light conditions.

No significant changes were noted in sight distance being an issue in the struck-by situation.

Three out of four incidents indicate a “D” driver suspected involvement.

The incidents continue to occur across a broad spectrum of service providers with each being exposed to possible impact with no specific items of note in types of vehicles being struck.

While there continue to be some situations where an emergency vehicle or service vehicle is the striking vehicle, the overwhelming

majority of incidents involve civilian vehicles, of which 69% are either passenger cars or SUVs.

Traffic control devices are generally in place in most struck by incidents, but not always reported on.

Proper personal protective equipment is worn in most struck by cases.

The data continues to provide insight into a number of important variables to consider and act upon in attempting to reduce struck-by accidents. However, it must be remembered the quality of the data is based on the knowledge and attentiveness of the person entering the data.

The data may result in actions such as standard operating guideline modification, personal protective equipment upgrades, and suggested changes to regulations and standards.

Actionable Items to Consider

Specific trends that warrant continued monitoring and analysis include:

- **The process in place provides valuable data to better understand the factors involved in struck-by incidents and how to prevent them. This process should be continued, with actions taken as solutions are identified.**
- **Focus on “D” driver behaviors and how to correct the behavior or better protect scenes from potential incidents (e.g., in vehicle alerting systems or more significant advance warning).**
- **Continued marketing is necessary to broaden the submissions throughout the United States.**
- **With two reporting periods of data now secured, actions such as standard operating guideline modification, personal protective equipment upgrades, and suggested changes to regulations and standards may begin to be considered.**

- **Once a statistically sufficient number of submissions occurs by state, secondary analyses by state may prove valuable. Appendices 1 and 2 provide possible examples.**

It typically takes 3-4 minutes to complete the ReportStruckBy.com reporting form. There are twelve very brief sections. All questions are optional. Reporters provide as much information as they can. If a reporter does not know the answer to a question, they can skip it.

To report an incident, go to:

<https://www.respondersafety.com/struck-by-near-miss/report-a-struck-by-incident/>

Crash Responder Safety Week

Crash Responder Safety Week (CRSW) takes place annually the second week of November, this year it's November 11-18, 2024. This initiative, sponsored by the Federal Highway Administration (FHWA), communicates the simple steps everyone can take in keeping our roadway responders and the public safe around traffic incidents. Every minute of every day, law enforcement, fire and rescue, emergency medical services, public works, transportation, towing, and other responders work on the roadways to make them safe for all road users. These traffic incident responders put their lives at risk when clearing each of the nearly 7 million annual motor vehicle crashes or the broader range of incidents such as stalled vehicles or roadway debris.

CRSW is an opportunity to promote road user awareness and adherence to Move Over laws and traffic incident management (TIM) training for all traffic incident responders. More information is available at https://ops.fhwa.dot.gov/tim/crash_responder.htm

About the Authors

Sarah DeLucca and Elizabeth Jenaway are Ph.D. candidates at Temple University's School of Criminal Justice, currently completing dissertation requirements, various research projects, and undergraduate teaching assignments. The data was analyzed from reports submitted to the aforementioned database. Oversight was provided by project manager William Jenaway, Ph.D., with subject matter expertise/peer review provided by project steering committee personnel: Jack Sullivan, Steve Austin, Todd Leiss, Rod Ammon, Joseph Tebo, and James Austrich.

Appendix 1
State Analysis – Pennsylvania
Total Number of Incidents Reported: 62

Type of struck-by incident		
	Crash scene	21
	Disabled vehicle	13
	Work zone	7
	Other	5
	Fire scene	5
	Other law enforcement activity	4
	Directing traffic	3
	Traffic stop	3
	Debris removal	1
Number of incidents by road type		
	Interstate/Freeway/Turnpike/Parkway	28
	Road	10
	Divided highway	9
	Street	7
	Intersection	5
	Ramp	3
Weather conditions		
	Clear	30
	Dark/low light conditions	9
	Clear, Dark/low light conditions	6
	Drizzle	5
	Partly cloudy	3
	Ice/Frost	3
	Snow/Blizzard	2
	Overcast	2
	Dark/low light conditions & precipitation	1
Sight distance impact		
	No	47
	Unsure	11
	Yes	3
Possible contributing factors		
	Disgruntled (Road Rage)	2
	Distracted	11
	Drowsy	2
	Drugged	0
	Drunk	3

**State Analysis – Pennsylvania
(continued)**

Type of activity at incident		
Fire Department	Other fire response	12
	Vehicle fire	3
	Patient care	3
	Medical emergency	2
	Wildland or brush fire	1
	HAZMAT response	1
	Entrapment/Extrication	1
EMS	Patient care	10
	Medical emergency/Patient care	3
	Medical emergency	1
Law Enforcement	Vehicle crash investigation	10
	Vehicle stop	6
	Disabled vehicle(s) or motorist/public assist	5
	Medical emergency	4
	Other law enforcement activity	3
Fire Police/Traffic Control	Setting up a traffic incident management area	5
	Blocking	4
	Deployment of advance warning or cone taper	4
	Manual traffic control	4
	Road closure	4
	Termination of the incident response	1
Safety Service Patrol/Freeway Service Patrol	Deploying temporary traffic control devices	8
	Other SSP or FSP activity	5
	Directing traffic	3
	Disabled vehicle(s) or motorist/public assist	1
Department of Transportation/Public Works	Other DOT activity	7
	Planned work zone	5
	Traffic control	2

**State Analysis – Pennsylvania
(continued)**

Type of striking vehicle		
Emergency Vehicle	N/A (An emergency vehicle did not strike anything)	54
	Towing/recovery/road service technician vehicle	4
	Safety service patrol/freeway service control vehicle	2
	Department of Transportation/Public works vehicle	1
Civilian Vehicle	Passenger car	36
	Sport Utility Vehicle (SUV)	11
	Pick-up truck	5
	N/A (A civilian vehicle did not strike anything)	4
	Tractor-trailer, commercial	3
	Single unit truck, commercial	2
Traffic control device in use		
	Blocking apparatus	15
	Arrow boards	17
	Traffic cones	12
	Advanced warning signs	12
	Electronic message board	6
	Flares	10
	Personnel directing traffic	7
	Other traffic control	4
	Full traffic incident management	3
Personnel wearing high visibility apparel		
	Unsure	14
	None	10
	Some	4
	All	29

State Analysis – Pennsylvania (continued)

Number of Persons Struck Reported During Reporting Period 1 and Period 2						
Role	Fatalities		Injuries		Struck No Injuries	
	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2
Fire or Fire Rescue	1	5	6	5	0	2
Fire Police or Special Traffic Unit	0	1	4	3	1	0
EMS	0	0	3	1	0	0
Law Enforcement	4	1	8	5	1	0
Safety Service Patrol or Freeway Service Patrol	0	0	3	0	3	0
Department of Transportation	0	2	2	2	5	0
Public Works	0	0	0	0	0	0
Towing, Recovery, or Road Service Technician	2	0	4	0	2	0
Civilians	1	0	1	7	0	0
Other	0	0	0	1	0	0
TOTAL REPORTED	8	9	31	24	13	2

The data suggests that, in Pennsylvania, the majority of the incidents reported are from crash scene or disabled vehicle incidents on divided highways, in clear conditions, with no sight impact, and potentially involved a “D” driver over half of the time. Traffic control devices are generally in use, however high visibility clothing may not be routinely worn.

Appendix 2
State Analysis – Virginia
Total Number of Incidents Reported: 31

Type of struck-by incident		
	Crash scene	14
	Disabled vehicle	11
	Debris removal	2
	Traffic stop	1
	Other law enforcement activity	1
	Other	1
	Fire scene	1
Number of incidents by road type		
	Interstate/Freeway/Turnpike/Parkway	26
	Divided highway	2
	Street	2
	Road	1
Weather conditions		
	Clear	13
	Clear, Dark/low light conditions	5
	Dark/low light conditions & precipitation	5
	Dark/low light conditions	3
	Overcast	2
	Ice/Frost	2
	Unknown	1
Sight distance impact		
	No	28
	Unsure	2
	Yes	1
Possible contributing factors		
	Disgruntled (Road Rage)	0
	Distracted	21
	Drowsy	3
	Drugged	1
	Drunk	2

State Analysis – Virginia (continued)

Type of activity at incident		
Fire Department	Patient care	3
	Other fire response	2
EMS	Patient care	3
Law Enforcement	Vehicle crash investigation	5
	Vehicle stop	1
	Other law enforcement activity	1
Fire Police/Traffic Control	Blocking	4
Safety Service Patrol/Freeway Service Control	Disabled vehicle(s) or motorist/public assist	12
	Other SSP or FSP activity	7
	Deploying temporary traffic control devices	5
Department of Transportation/Public Works	Traffic control	3
	Other DOT activity	1
	Planned work zone	1
Type of striking vehicle		
Emergency Vehicle	N/A (An emergency vehicle did not strike anything)	23
	Safety service patrol/freeway service control vehicle	5
	Towing/recovery/road service technician vehicle	1
	Fire department vehicle and law enforcement vehicle	1
	Fire department vehicle	1
	Civilian Vehicle	Passenger car
	Sport Utility Vehicle (SUV)	7
	Tractor-trailer, commercial	5
	N/A (A civilian vehicle did not strike anything)	4
	Other	2
	Pick-up truck	2

State Analysis – Virginia (continued)

Traffic control device in use		
	Blocking apparatus	3
	Arrow boards	19
	Traffic cones	9
	Advanced warning signs	1
	Electronic message board	2
	Flares	0
	Personnel directing traffic	2
	Other traffic control	1
	Full traffic incident management	2
Personnel wearing high visibility apparel		
	Unsure	2
	None	0
	Some	0
	All	9

Number of Persons Struck Reported During Reporting Period 1 and Period 2						
Role	Fatalities		Injuries		Struck No Injuries	
	Period 1	Period 2	Period 1	Period 2	Period 1	Period 2
Fire or Fire Rescue	0	0	1	1	0	0
Fire Police or Special Traffic Unit	0	0	2	0	0	0
EMS	0	0	0	0	0	0
Law Enforcement	0	0	0	0	0	0
Safety Service Patrol or Freeway Service Patrol	1	0	3	3	0	0
Department of Transportation	0	1	1	1	0	0
Public Works	0	0	0	0	0	0
Towing, Recovery, or Road Service Technician	0	0	0	0	0	0
Civilians	0	0	0	0	1	0
Other	1	0	0	0	0	0
TOTAL REPORTED	2	1	7	5	1	0

ERSI Struck-By Database Analysis Identifies Initial and Continuing Trends to Monitor

State Analysis – Virginia (continued)

The data suggests that, in Virginia, the majority of the incidents reported are from crash scene or disabled vehicle incidents on divided highways, in clear conditions, with no sight impact, and potentially involved a “D” (distracted) driver over half of the time. Traffic control devices are generally in use and personnel are routinely wearing high visibility garments.