

From: [Strizich, Carol](#)
To: [Callon, Katy](#)
Subject: RE: MDT Info - TIC
Date: Wednesday, February 14, 2024 5:11:11 PM

Katy – here are brief answers to your follow-up questions for the committee as well as a couple safety stats related to large motorhome crashes, please let me know if you have questions:

- For Great Falls, in the vulnerable road user assessment – there were some severe crashes with bikes – what actions had been taken to address those areas/safety improvements.
 - The VRU Assessment identified multiple strategies to address non-motorized crash trends that are found in the Montana specific crash data. These strategies focus on the 4 E's of safety – Education, Enforcement, Engineering and EMS. The responsibility and the authority to address these elements of safety fall to many agencies and organizations across the state and MDT works with many of them to coordinate efforts to comprehensively tackle the safety issues we all face. MDT has a Highway Safety Improvement Program (HSIP) that supports safety infrastructure improvements as well a behavioral grant program. The HSIP program annually reviews crash, trends including pedestrian and bicycle crashes, across the state.
- What percentage of rural two-lane highways do not have a 4-ft shoulder?
 - Approximately 73% of Montana's on-system rural two lane roadways have less than a 4 foot shoulder. Please note this number represents roadways that are on a designated highway system (Secondary, Primary, National Highway system, Interstate) and does not include local/county roads.
- For controlled access highways – bikes are not prohibited, correct? What about pedestrians?
 - Access control – Interstates specifically related to bike/ped
 - Bikes are allowed on interstates in MT – cyclists are vehicles under state statute
 - Pedestrians – state law is silent specific to peds, federal law places responsibility for operations of the interstate on states (speed limits, prohibiting users, etc. some states do prohibit pedestrians and implement signing)

A few facts related to motorhome crashes in Montana:

- Over a five year period (2018-2022) there were a total of 365 crashes that involved a motorhome, approximately 3% of those crashes resulted in a fatal or serious injury.
- 41% of the crashes were single vehicle crashes – (roll over, lane departure or fixed object type crashes)
- Most occurred during daylight hours
- Approximately 40% occurred during the summer months of July, August and September
- Of the crashes that involved a motorhome, approximately 45% were licensed in Montana (the motorhome not necessarily the driver).

One additional note for the committee – crash reports do not assign fault, they describe the contributing factors as determined by the investigating officer. An officer can then write citations, if appropriate, for violations to law but those are criminal citations and not an assignment of fault.