



Montana

1 of 12 states, the District of Columbia and Guam that doesn't have a motorcycle safety plan.

1 of 8 states, the District of Columbia and Guam that hasn't identified motorcycle crashes as a priority crash problem.

1 of 17 states with an education effort to increase helmet use.

1 of 17 states and Puerto Rico with anti-impaired riding enforcement efforts.

1 of 21 states and Puerto Rico that includes motorcycles in highway engineering issues.

Year	Motor Vehicle Fatalities	Motor Vehicle Registrations	Motorcycle Fatalities	Motorcycle Registrations
2004	229	433,160	21 (20)	47,967
2005	251	433,181	28	47,967
2006	263	447,446	26 (25)	85,874

The data in parentheses was provided by the State of Montana.

- In Montana, motorcycle fatalities represented 9 percent of all motor vehicle fatalities and 11 percent of registered vehicles in 2004; 11 percent of fatalities and 11 percent of registered vehicles in 2005; and 10 percent of fatalities and 19 percent of registered vehicles in 2006.

GENERAL

- The Montana Motorcycle Safety Advisory Committee (MMSAC) is responsible for motorcycle safety in Montana. Five volunteer members serve on the MMSAC, each serving a four-year term. Current members include representatives from: two motorcycle riders groups, the Montana Department of Justice, motorcycle safety instructors and law enforcement.
- The Montana HSO monitors motorcycle injury and fatality data and works with the Montana Motorcycle Rider Safety (MMRS) staff on implementing programs using federal funds.
- Motorcycle crashes are not a priority crash problem in Montana.
- Montana does not have a motorcycle safety plan.
- Motorcycle safety is included in the state's Strategic Highway Safety Plan. It is also an element of the state's comprehensive highway safety plan.

RIDER EDUCATION AND TRAINING

- The Montana State University-Northern at Havre is responsible for motorcycle training and education.
- The MSF's Basic and Experienced RiderCoursesSM are offered in Montana. The Harley-Davidson dealership in Belgrade also offers a four-day training called Rider's Edge®.
- Training capacity is an issue in Montana. In fiscal year 2007, federal funds were used to purchase additional motorcycles to help address the problem. MMRS is also looking for training facilities around the state that could hold additional training courses.
- Montana has a *Sharing the Road* program. Over the past several years, the Montana DOT's Rail, Transit & Planning Division has distributed materials encouraging users to share the road. Materials include posters, bumper stickers and window clings. The materials are used by



several bicycling clubs, groups and event coordinators, as well as by driver education teachers. If federal funds are received in fiscal year 2008, they will be used to create a *Sharing the Road* media campaign. Information on sharing the road with motorcyclists is included in the state's licensing manual and in the mandatory curriculum for novice drivers.

- All of the state's rider training programs include conspicuity information.

LICENSING

- Knowledge and skills/road tests are required of all applicants. However, the skills test is waived for applicants who successfully complete rider education courses. Information on the importance of proper licensing is taught in all of the state's rider training courses. The state also works with rider groups and dealers to encourage proper licensing.
- MMRS created and distributed business cards to law enforcement that include information on licensing requirements. If an officer pulls a motorcyclist over and the person doesn't have the proper endorsement on his license, is not wearing the proper protective gear or exhibited unsafe riding behavior or driving while intoxicated, the officer can give the person the card and strongly encourage the person to sign up for a training course.

PERSONAL PROTECTIVE EQUIPMENT

- Riders under 18 are required to wear helmets.
- In 2006, 14 of the 26 riders killed in crashes weren't wearing helmets.
- MMSAC encourages dealerships to bundle an approved helmet with each new motorcycle purchase. That way the cost of the helmet is added to the base price of the vehicle.

IMPAIRED MOTORCYCLING

- The rider training programs in Montana include information on the dangers of riding impaired.
- The Montana Law Enforcement Academy provides training to new recruits on how to detect impaired motorcycle riders. Many of the elements are the same as detecting impaired motor vehicle drivers (i.e. swerving/drifted, failure to signal, speeding/driving too slowly, running red lights/stop signs, failure to use headlights, etc.), but there are some elements unique to motorcycles, including:
 - trouble dismounting;
 - trouble with balance at a stop sign/light;
 - unsteady turning during a curve or turn;
 - late breaking during a turn; and
 - improper lean angle during a turn.
- Over 85 percent of Montana's population is covered by a high visibility enforcement program called STEP. Each law enforcement agency with a STEP contract is required to conduct, at a minimum: one overtime activity per month (known as sustained enforcement) and four nighttime overtime activities for each mobilization period (approximately 3 weeks around Memorial Day and again around Labor Day).
- All of the state's impaired driving mobilization campaigns include motorcyclists.



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HIGHWAY ENGINEERING

- Work zones in Montana include signs that provide all users (cars, motorcycles, bikes, etc.) information on road conditions. The Montana DOT (MDOT) requires that construction reports for projects with unpaved sections contain an advisory for motorcyclists and suggest they consider an alternate route. Road condition information is available online and is the MDOT's most popular webpage. The telephonic road report (at phone number 511) is also well-used. MDOT is developing a motorcycle advisory sign for work zones and unpaved roads.

RESOURCES AND FUNDING

- A percentage of the motorcycle registration and endorsement fees are used to fund the state's rider education program.
- Montana received a 2010 Motorcyclist Safety Grant. Funds were used to purchase 20 to 30 new training motorcycles.
- \$2,000, \$2,000 and \$4,999 of federal funds were obligated to motorcycle safety in 2004, 2005 and 2006, respectively.