



City of  
**Los Banos**  
*At the Crossroads of California*

**LOS BANOS POLICE DEPARTMENT**

**PRESS RELEASE**

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July 1, 2010

**Los Banos Police Department Enforcement Campaign  
Targeting Motorcycle Safety**

The Los Banos Police Department will be conducting a specialized Motorcycle Safety Enforcement Operation on July 16<sup>th</sup> 2010. Extra officers will be on duty patrolling areas frequented by motorcyclists and where traffic collisions occur. Officers will be cracking down on traffic violations made by all vehicle operators---motorcyclists, and other vehicle drivers--- that lead to motorcycle collisions, injuries and fatalities.

Motorcycle fatalities have been on the rise in California, increasing 103% from 276 killed in 2000 to 560 killed in 2008 (NHTSA FARS). In the last two years there have been multiple collisions involving motorcycles within the City Of Los Banos, with several involving injuries.

High-performance “Super Sport” motorcycles are popular with younger riders. These powerful motorcycles make up only 14% of the registered motorcycles in California, yet they represent 37% of the motorcycles involved in fatal crashes (FARS, DMV). Super Sport motorcycles are more likely to be crashed in the first year of use than all other types of bikes. This, combined with the fact that riders under age 25 who are involved in fatal crashes are less likely to be properly licensed (60% compared to 37% overall), indicates that many young riders lack the experience and skills necessary to safely operate these fast, high-horsepower machines.

The Los Banos Police Department is encouraging new riders who are purchasing motorcycles to buy a bike that is appropriate for their skill and experience level, to be properly licensed and to seek out professional training that includes risk awareness and risk management.

It is every motorcyclist's responsibility to be properly licensed and have the skills necessary to ride safely. Rider's can get training through the California Motorcyclist Safety Program, and information is available at [www.CA-msp.org](http://www.CA-msp.org) or 1-877 RIDE 411 or 1-877-743-3411.

Funding for this program is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

Zina Holden, Sergeant

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## **Motorcycle Safety Facts**

- Motorcycle fatalities continued to spiral upward from 276 in 2000, to 518 in 2007, and to 560 in 2008.\*\*
- Motorcycle fatalities have increased 10 consecutive years and are at their highest level since 1990.
- Total motorcycle registrations increased 7% from 772,524 in 2007 to 824,244 in 2008. (DMV)
- Riders without the proper motorcycle license, may be subject to motorcycle impound for up to 30 days.
- In 2008, 37% of motorcycle operators killed were not properly licensed – up from 36% in 2007.\*\*
- Improper licensing is a greater problem among younger riders, where 63% of the 16-24 year old operators killed in 2008 were not properly licensed
- Of the 560 motorcyclists killed, at least 12% (68) were un-helmeted. Since helmets are about 39% effective in preventing fatalities, NHTSA estimates that 26 of the 68 un-helmeted motorcyclists killed would have survived had they worn a helmet.\*\*
- In 2008, 70% of motorcycle operators killed were at fault and 58% of motorcycle operators injured were at fault.\*
- The percent of motorcycle operators killed with a BAC =.08+ increased from 24% in 2007 to 26% in 2008.\*\*

- Super sport motorcycles, defined as consumer, street-legal versions of the motorcycles used by factory racing teams, account for 14% of the registered motorcycles in California, yet the 211 super sport drivers and passengers killed in 2008 accounted for 38% of the 560 motorcyclists killed in California.\*\*

Unless otherwise indicated, all statistical information was provided by California Office of Traffic Safety (OTS).

\*Data Source – Statewide Integrated Traffic Records System (SWITRS)

\*\*Data Source – Fatality Analysis Reporting System (FARS)