



**FOR IMMEDIATE RELEASE**  
**City of Duluth Police Department**

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**DATE: 07/29/2011**

**NATURE OF INCIDENT: Public Awareness**

**CASE NO.:**

**INCIDENT DATE :07/30/2011**

**INCIDENT TIME:**

**INCIDENT LOCATION: Duluth Area Roadways**

**SUBJECT: Enhanced Motorcycle Enforcement**

**BY: DPD Public Information Officer Jim Hansen**

The Duluth Police Department, St. Louis County Sheriff's Office, Hermantown Police Department, Proctor Police Department, UMD Police Department, Floodwood Police Department and Minnesota State Patrol will be partnering in motorcycle enforcement saturation on Saturday, July 30<sup>th</sup>, 2011. The saturation will feature increased enforcement along select corridors in the Duluth area. Police are hoping this advisory will encourage motorcyclists to slow down and drive cautiously.

At least 22 motorcyclists have been killed on Minnesota roads to-date in 2011, according to preliminary reports from the Department of Public Safety Office of Traffic Safety. The 22 deaths reflects a nearly 30% increase in deaths compared to 17 at this time in 2010.

"A big concern is that August and September are typically high-traffic fatal months for all riders," says Bill Shaffer, DPS Office of Traffic Safety motorcycle program coordinator. "Riders and motorists need to share the road and be watchful of each other."

- Motorcycling popularity is at an all-time high in Minnesota with nearly a quarter-million registered bikes.
- Almost two-thirds of motorcycle owners are aged 40-59.
- Minnesota had a troublesome upward trend in rider deaths beginning in 1998 due to the surge in riders, many of whom were older men — some totally new to "riding, and they lacked" proper training and experience.
- In 2009, there were 53 rider deaths, a drop of 26 percent from the 74 deaths in 2008, which was the highest death count in 24 years.
- In 2010, there were 45 rider deaths, a 15 percent drop from 2009.
- A likely factor for the drop is that the recent surge of boomer-age riders has become more seasoned and experienced, and less likely to crash.
- Other factors for the drop include the economy (less recreational riding and rider training, outreach efforts and enforcement. Rider ship is at an all-time high which underscores the need for rider training, use of protective gear, and for motorists to be aware of riders.
- Drinking and riding is a big problem — each year, about one-third of riders killed had been drinking.



