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Transcriber's Office  
FLOOR DEBATE

April 19, 2005      LB 70

again, it's choice. Thank you.

SENATOR CUDABACK: Thank you, Senator Janssen. On with discussion, Senator Baker.

SENATOR BAKER: Thank you, Mr. President and members. I'm going to continue on with some of what we heard in the hearing as a committee, and I think maybe I'll preface that with there seems to be a disagreement of who has statistically significant numbers, and who has extrapolated numbers, and who has raw numbers. And my good friends out behind the glass, I disagree, but their comment was my numbers are flawed because they were raw data. And that's what we want to use, is raw data, before you extrapolate them and massage them and so on; you want to use raw data. If you recall, my data I presented the first time I spoke was dealing with the number of motorcycle licensees and the fatalities per 10,000 of those people, and they were never disputed in the committee. So with that preface, here's some more testimony. This is from William T. Mulherin, and I speak this...or spell this out for the transcribers: M-u-l-h-e-r-i-n. Starting: "My name is Bill Mulherin and I'm representing the National Safety Council, Greater Omaha Chapter." This is an opponent, by the way. "And we're a not-for-profit community-based organization and accredited chapter of the National Safety Council." And I go on with his testimony. He says: "A study over 20 years ago by Dr. Harry Hurt, which is widely touted around the country as the bellwether study and known as the Hurt Study," which I have to admit I've not seen it, "showed that the majority of riders who are involved in accidents in their first few months of riding were not trained riders. So we agree that the training is important and it does provide an incentive to safe riding. As a rider and also as a graduate of the motorcycle safety class, I can tell you that the skills I took from the class when I began to ride were immediately useful, as I have been able to avoid at least two close calls that I can recall, on a bike, both of which were not my fault but both of which I would have paid dearly for had I not had the training," end of the quote out from his testimony. My point is this is an education training bill, allows people to make the personal choice then, after they've had the training, as to whether or not they want to wear a helmet, assuming they