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LB 303

whether you trust these people or not also. Thank you, Mr. Speaker.

SPEAKER BROMM: Thank you, Senator Byars. Senator Smith.

SENATOR SMITH: Thank you, Mr. Speaker and members. I'm kind of glad that Senator Byars brought up the list of organizations and so forth, and I talked earlier as to why I would speculate physicians are probably the largest group of opponents to this, and that's because they see things firsthand, and I understand that, but they don't see all the numbers, the registration numbers, the increased registrations such as in Florida. But here's something that I think is pretty telling, and that is when I was at the National Conference of State Legislatures last summer in Denver I went up to the booth of the...I believe it was the Emergency Physicians Society, and I wanted to have a good discussion to get their feedback and perhaps their knowledge on this training mechanism. This is somewhat innovative, but the training mechanism, I wanted to know what their thoughts were. I couldn't even complete my sentence. Couldn't even complete a question before they said, no, absolutely not. Now I can't speak for everyone in here. I can speak for myself. But when I encounter someone or a group who won't even answer a question, I tend to think that there's some narrow-mindedness, some...even with new information. This is new information. This is a new way of doing things, and they wouldn't even let me finish my question. We've heard the cost of accidents and the number of accidents per person mile, and so I am assuming that we've adopted the most restrictive helmet law in the nation because of that cost per person mile. And, naturally, it would be safer if we all traveled in a bus. And it might be a little less safe if that was an Excursion or a Suburban. It might be a little less safe if it was in a Ford Explorer. It might be a little less safe as you go down. And, in jest here, I guess I would hate to see yield signs on street corners according to how large a vehicle is. And we cannot adopt policy based on some of these things because motorcycles inherently carry one person, busses inherently carry more than one person. I think we can move this forward and perhaps talk about some more of these issues of the training. If we can make it better, certainly, I want to do that. I've already conceded