

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
Transcriber's Office
FLOOR DEBATE

April 19, 2005 LB 70

against motorcyclists. Because we have a policy based on the fact that every motorcyclist is irresponsible. That's unfortunate. That's not true. As I stated earlier, motorcyclists are very responsible, in fact, just as responsible, if not more so, than car drivers. But when you look at the trends, that is what we need to do. You will hear that before the helmet law we had X number of deaths, and after the helmet law came on the books we had X number of deaths, that being lower. That's just part of the picture, Senator Johnson. That's just one small part of the picture. And I've had various discussions with some folks behind the glass. And it's not the volunteer lobbyists that are lobbying on behalf of freedom for Nebraska motorcyclists, responsible freedom, I should add. But there's been kind of an exchange, and an apology here and there for perhaps mischaracterizing the numbers. But we need to be real about this and I think, if anything, if anything, side on the cause of freedom, and especially, as I propose, that responsible freedom through the rider education and experience within the bill. Why the protective eyewear? Because protective eyewear protects other members of the driving public. Because if a bug might fly in the eye of a motorcyclist and the motorcyclist would veer off into the oncoming lane of traffic, all of a sudden that motorcycle is impinging on the freedom of the oncoming traffic. That's not what I want to see, because that is where one person's freedom stops and the other person's freedom begins. If you look at the materials that I've handed to you, I hope that it's explainable. I do have some more, so fear not, there's even more information coming out. But it's going to be consistent. It's going to show that reduced number of deaths follow the number of registrations in Nebraska. Now, some of the numbers used to distort and paint the scenario much worse than it truly is will automatically use the number of motorcycle licenses. Well, everyone with a motorcycle license doesn't necessarily drive anymore, and the numbers speak to that. The trends are similar. But I don't use the license number, because I don't believe that it as accurate as the number of motorcycle registrations. And motorcycle registrations, as you know, are renewed every year, and not every five years, similar to that of an operator's license. But if you look through the information, you'll see a letter from Health and Human Services when I inquired with them about the