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April 19, 2005 LB 70

SENATOR CUDABACK: Time.

SENATOR BAKER: Thank you.

SENATOR CUDABACK: Thank you, Senator Baker. Senator Hudkins, followed by Senator Smith.

SENATOR HUDKINS: Thank you, Mr. President. I would like to give my time to Senator Smith, if he would like to have it.

SENATOR CUDABACK: Senator Smith, you have almost five minutes.

SENATOR SMITH: Thank you, Mr. President. Thank you, Senator Hudkins. To suggest that the number of proponents versus opponents in a committee hearing should determine the outcome of the vote in a committee hearing, I think, defies our purpose of being here, but I won't dwell on that. I will dwell on the fact that the probability of death...I'm reading a study here composed of...from a Ph.D., college professor...even on the East Coast--wow--that for the average rider involved in the typical accident, it is found that the probability of death increases from 2.1 percent to 11.3 percent when the rider's blood alcohol level increases from .0 to .1. And in Nebraska, .08 is legally intoxicated. Even more telling is that an increase in the crash speed from 40 to 60 miles per hour increases the probability of death from 7 percent, approximately, to 36 percent, a 500 percent difference with 20 mile per hour difference in speed. Now, I was amazed when I talked to someone a couple weeks ago who was actually going 70 miles an hour, unhelmeted, on a motorcycle, survived without any head injury whatsoever; quite a bit of road rash, but that was overcome. What's very telling is my most recent experience driving along the interstate in Iowa, maybe it's because they drive so slow, but on interstate in Iowa, most of the motorcyclists that went around us, passed us, more than likely speeding, had helmets on. Helmets will still be used even when given the personal decision whether or not to. Senator Jensen very capably pointed out the fact that there are a lot of parents who dictate to their children to wear helmets when they are on their bicycles. That doesn't need to be in state law; neither does it need to be in