

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE
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FLOOR DEBATE

April 25, 2005 LB 70

people from drinking and then hopping on their bike? No. Hopefully, with the training, we can get them to put on their helmet because it's the law and maybe save them and their families all the trouble that we've been talking about. How about Sturgis? I don't know. Do they...I've never been to Sturgis with the Motorcycle Rally. Do they drink up there? I don't know. I suspect a few of them might, with being so many people. Will they then not get on their bikes? Probably not. Why would they be any different than what we are down here? So let's just talk about some commonsense things that we can do. I don't think there's any question that the training will help. I haven't heard one...

SENATOR CUDABACK: One minute.

SENATOR JOHNSON: ...word in this Chamber about not implementing the training bill. When Senator Jensen introduced his bill the other day, it was to preserve the training. We still need to preserve the training. Let's get that much done. I hope that the compromise will accomplish that. Let's get started with the training and do it now. Thank you.

SENATOR CUDABACK: Thank you, Senator Johnson. Senator Jensen, and this will also be your third time, Senator, followed by Senator Thompson.

SENATOR JENSEN: Thank you, Senator Cudaback. Members of the Legislature, just a couple things. Senator Baker had mentioned several times that Iowa is, on a per thousand miles, is much less than Nebraska on injuries, and of course I don't know what year Senator Baker was actually talking about, but in 2000 Nebraska's motorcycle fatality was 1.4 per 10,000 registrants, while Iowa's was 2.9 per 10,000. And, of course, that's one of the things that always happens, I suppose, if you pick out one year and make an example out of that. That was the reason for introducing this study. I was not...and in the study it wasn't all-inclusive, but it was just to do a study. I would hope that in this study that's what would have been taken care of. Again, on the Iowa situation, Iowa had a helmet law from September 1, '75, to July 1, '76. Fatality rates per 10,000 motorcycle registrants were 40 percent lower, 40 percent lower during that