   

**Advocates for Highway and Auto Safety, Kids and Car Safety, the Skilled Motorcyclist Association - Responsible, Trained and Educated Riders, Inc. and the Society for Advancement of Violence and Injury Research:**

**Reject LB 91 and Keep Nebraska’s All-Rider Motorcycle Helmet Law**

**Nebraska Legislative Bill (LB) 91 would eliminate Nebraska’s lifesaving all-rider motorcycle helmet law, allowing motorcyclists over the age of 21 to forgo wearing a helmet.**

**The Issue**

1. **Motorcycles are the most hazardous form of motor vehicle transportation**.  In the event of a crash, motorcycle riders are nearly 28 times more likely to die than occupants in passenger vehicles.[[1]](#endnote-1)[i]
2. **Motorcycle rider fatalities are on the rise** – in 2021, 6,101 motorcycle riders were killed in crashes, the highest number of annual motorcycle rider fatalities on record since data collection began in 1975.[[2]](#endnote-2)[ii]  In Nebraska, motor vehicle fatalities in the first three quarters of 2022 (January-September) were 23 percent higher than during the same period in 2021.[[3]](#endnote-3)[iii]
3. In 2020, the most recent year for which data is available, the **cost of motorcycle crashes in Nebraska was projected to surpass $687 million**.[[4]](#endnote-4)[iv]
4. **“Minors only” helmet laws, as HB 91 would enact, are ineffective, unenforceable and unpopular**.  Minors only laws present significant problems for law enforcement officers, who are unable to estimate a motorcyclist’s age, especially when the motorcyclist is travelling at a high speed.

**The Solution**

1. **Helmets reduce a motorcyclists’ risk of head injury by 69 percent and risk of death by 42 percent**.[[5]](#endnote-5)[v]
2. The use rate of U.S. DOT-compliant helmets among motorcyclists is over 86 percent in states with all-rider helmet laws and only 53 percent in states without such laws.[[6]](#endnote-6)[vi]
3. The costs associated with motorcycle crashes are dramatically reduced when a crash victim is helmeted.  Studies have shown that **helmet use reduces the cost of medical treatment**, length of hospital stay and probability of long-term disability for motorcyclists injured in a crash.  In states with an all-rider helmet law, use of a helmet resulted in economic costs saved to society of $725 per registered motorcycle.[[7]](#endnote-7)[vii]

**The Proof**

1. In 2020, **states without universal helmet laws saw a 57 percent death rate** among motorcyclists who were not wearing helmets, **compared to 11 percent in states with universal helmet laws**.[[8]](#endnote-8)[viii]
2. **After Michigan weakened its all-rider helmet law** in 2012, the percentage of **non-helmeted crash scene fatalities quadrupled,** and the number of motorcyclist trauma patients hospitalized with a **head injury rose 14 percent.**[[9]](#endnote-9)[ix]
3. According to the American Academy of Pediatrics, **in states with weak youth-specific helmet laws,** helmet use decreased, and youth mortality increased. **Serious traumatic brain injury among youths is 38 percent higher in states with age-specific laws compared to states with all-rider helmet laws**.[[10]](#endnote-10)[x]
4. When Florida repealed its all-rider helmet law in 2000, rider death rates in the state increased by close to 25 percent.[[11]](#endnote-11)[xi]  **Deaths of motorcycle riders under the age of 21 who were not helmeted increased by 188 percent, even though the law still applied to them**.[[12]](#endnote-12)[xii]

**Repealing Nebraska’s all-rider motorcycle helmet law would be a deadly and costly mistake. We urge you to prioritize the safety of all Nebraskans and reject LB 91.**

1. [i]  Traffic Safety Facts 2020 Data: Motorcycles, National Highway Traffic Safety Administration (NHTSA), May 2022, DOT HS 813 306, available at [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813306](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcrashstats.nhtsa.dot.gov%2FApi%2FPublic%2FViewPublication%2F813306&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=xakO0VXdtQD3SmrGLiKMWLEKKdILg06%2BEHMUlSHvu7E%3D&reserved=0) [↑](#endnote-ref-1)
2. [ii]  Traffic Safety Facts: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2021, NHTSA, May 2022, DOT HS 813 298, available at: [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcrashstats.nhtsa.dot.gov%2FApi%2FPublic%2FViewPublication%2F813298&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=GJtgd6TyasoectuLpyQkDV1H7vQn0Fc3BdznYgTeLoE%3D&reserved=0) [↑](#endnote-ref-2)
3. [iii]  Traffic Safety Facts: Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2022, NHTSA, December 2022, DOT HS 813 406 available at: [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813406](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcrashstats.nhtsa.dot.gov%2FApi%2FPublic%2FViewPublication%2F813406&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=buaMV4MOWMOPJbL7%2BCGvROa6LgFU0MpTj89eXHtgxVM%3D&reserved=0) [↑](#endnote-ref-3)
4. [iv]  Nebraska Motorcycle Information Packet, Nebraska Department of Transportation, January 2023, available at: [https://dot.nebraska.gov/media/116112/nebraska-motorcycle-information-packet.pdf](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdot.nebraska.gov%2Fmedia%2F116112%2Fnebraska-motorcycle-information-packet.pdf&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=wBaXkHjI6cOPDV%2F9NI6wEhTOL%2BD3x45wLaWpXZkcSVg%3D&reserved=0) [↑](#endnote-ref-4)
5. [v]  Liu BC, Ivers R, Norton R, Boufous S, Blows S, and Lo SK, “Helmets for Preventing Injury in Motorcycle Riders (Review),” The Cochrane Library, 2009, available at: [http://smarter-usa.org/wp-content/uploads/2017/05/6\_2009\_Helmets\_for\_Preventin.pdf](https://nam10.safelinks.protection.outlook.com/?url=http%3A%2F%2Fsmarter-usa.org%2Fwp-content%2Fuploads%2F2017%2F05%2F6_2009_Helmets_for_Preventin.pdf&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=6Hv93pThY4CvFHKlSCEqbZH3ttp9mrSFBepX%2F5lB%2BrM%3D&reserved=0) [↑](#endnote-ref-5)
6. [vi]  Traffic Safety Facts: Motorcycle Helmet Use in 2021 – Overall Results, NHTSA, March 2022, DOT HS 813 270, available at: [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813270](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcrashstats.nhtsa.dot.gov%2FApi%2FPublic%2FViewPublication%2F813270&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=VBqrwTL39XytzRNjVa3n%2BX1JnVHDODMWb3a8tpdXkCs%3D&reserved=0) [↑](#endnote-ref-6)
7. [vii]  Centers for Disease Control and Prevention (CDC), Helmet use Among Motorcyclists Who Died in Crashes and Economic Cost Savings Associated With State Motorcycle Helmet Laws – United States, 2008-2010, MMWR Morb Mortal Wkly Rep, 61(23), 425-430, 2012. [↑](#endnote-ref-7)
8. [viii]  Traffic Safety Facts. 2020 Data: Motorcycles, NHTSA, May 2022, DOT HS 813 306, available at: [https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813306](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcrashstats.nhtsa.dot.gov%2FApi%2FPublic%2FViewPublication%2F813306&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=xakO0VXdtQD3SmrGLiKMWLEKKdILg06%2BEHMUlSHvu7E%3D&reserved=0). [↑](#endnote-ref-8)
9. [ix]  Status Report, Vol. 51, No. 7, “Head injuries rise as riders ditch helmets in Michigan”, Insurance Institute for Highway Safety (IIHS), September 2016, available at: [https://www.iihs.org/iihs/sr/statusreport/article/51/7/2](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.iihs.org%2Fiihs%2Fsr%2Fstatusreport%2Farticle%2F51%2F7%2F2&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=66eJ4nn%2FVYwp%2F6QyE4rTp2rp6jyZy1Y7v4iGkB4lmNM%3D&reserved=0). [↑](#endnote-ref-9)
10. [x]  Weiss, H., Ph.D., MPH, MS, Agimi, Y.l., MPH, and Steiner, C., MD, MPH, “Youth Motorcycle-Related Brain Injury by State Helmet Law Type: United States 2005-2007,” November 2010, available at: [https://pubmed.ncbi.nlm.nih.gov/21078726/](https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fpubmed.ncbi.nlm.nih.gov%2F21078726%2F&data=05%7C01%7Comartin%40saferoads.org%7C2eb6cb78a65d48e67b0c08db256d368e%7C6f764f9d462c44758afb3aa95a7fd536%7C0%7C0%7C638144923225792100%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=YVq9xGMStXH6s%2B1dScXSAllfJSpJeSWA1YWN3eBOo3Q%3D&reserved=0) [↑](#endnote-ref-10)
11. [xi]  Kyrychenko, S.Y. and McCartt, A.T. “Florida's Weakened Motorcycle Helmet Law: Effects on Death Rates in Motorcycle Crashes,” Traffic Injury Prevention, August 2006. [↑](#endnote-ref-11)
12. [xii]  Evaluation of the Repeal of the All-Rider Helmet Law in Florida, NHTSA, August 2005, DOT HS 809 849, available at: [file:///C:/Users/omartin/Downloads/FloridaMCReportscr1.pdf](file:///C:\Users\omartin\Downloads\FloridaMCReportscr1.pdf) [↑](#endnote-ref-12)