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Introduction

Purpose

There is widespread policy controversy that remains in most states in the United States over the issue of helmet use among motorists. There is a general disagreement among the member states on whether to enact a universal law that requires riders to use helmets. The controversy comes after Congress revoked the mandatory helmet use in all the states in 1976 and since there are varied reactions I support and opposition of the laws. However, it is important to note that a bike rider is not wearing a helmet is 40 percent more vulnerable to a fatal head injury, and 15 percent of them are more likely to have a non-fatal injury. The enforced laws for use of a helmet can minimize the number of such unwanted incidents. Since 1967, 31 states of the United States have repealed the Universal Helmet Law, and 19 of the states have still maintained and enforced this law. The mandatory use of a helmet is still one of the most acrimonious legal debates.

The purpose of the report is to analyze whether all States should Require Motorcycle Riders to wear helmets by Law. The public is the target audience because the laws directly affect them directly and indirectly. Direct in the sense that they are the ones that ride the bikes and are the ones that may be impacted by the use or lack thereof of using the helmets. Moreover, the public holds the power to demand a legislation of such laws to be enacted or otherwise.

Background

In 1967, the Federal government required all the states to pass the Universal Helmet Law. However, in 1976, Congress revoked the law leaving the respective states to make their legislations on the issue. Today, the law is practiced only in 27 states of the United States and rest of the states has repealed the law.

One major cause of the controversy on the helmet legislation is that there has been a linkage between the helmet and some problems in the past. Some argue that using a helmet increases the risk of causing an accident on the roads due to the reduced visual capability of the rider. Some problems are linked with long-term helmet use as well. However, the Office of Highway Safety Planning indicates that motorcycle riders without a helmet are at a 40% risk of fatal head injuries as compared to those that use a helmet. A large number of motorcycle related deaths are because of head injuries and hence the need for helmet use.

Scope

The scope of the project was to focus on the advantages and disadvantages of using a helmet to find out whether there is the need for all states to enact laws that make helmet use mandatory. It served to educate the public on the issue of helmet use to assist them to make a wise decision on what is necessary on the issue of helmets for motorists.

Body

Processes

The exploration of the problem was done through an analysis of the advantages and disadvantages of using a helmet as documented past studies. It is the information and data gathered on helmet use used to make the recommendations on whether it should be made mandatory or not.

The process of getting the information used to explore the problem involved the consideration of human capital, financial capital and property capital needed. The required human capital included the statistics on the number of motorists that are riders, the fatalities involving the riders that occur on the road and the extent to which such accidents are lethal. It also analyzes the percentage of the riders that perish because of head injuries due to failure to use a helmet.

The financial capital, on the other hand, gathers information on the financial implications of failing to use the helmets as compared to failing to use the helmets by such riders. Also, the property capital included the consideration of the possessions that the country or state losses due to the fatalities resulting from the casualties brought about by the failure to use a helmet.

Solutions

There is a significant need to craft a policy or strategy to force the general public to take this precaution. People are not much aware of the values of their lives. Spreading the awareness is the solution. It can be done through proper advertising, marketing through all the broadcasting and print media protocols.

Discussion

Creating awareness to force the public to accept the need to take the precaution and control of their lives. Awareness creation will enable the individuals to appreciate the risks and see the value of taking the precaution as compared to exposing themselves to the dangers that come with failure to use the helmets. The solution will work because, individuals what to take up what minimizes both risk and increases positive outcomes. Therefore, providing the statistics and information regarding the need for helmet use and the dangers that come with failure to use them will enable the public to appreciate the need for helmet use and hence support such a policy. Moreover, the use of the media to create awareness is an effective and easy way to reach a large number of people for their comfort. There is also a public trust on the media and hence will absorb the information and act upon it.

Conclusion

Findings

Using a helmet reduces the chances of fatal head injury by up to three times. Moreover, over half of motorcycle related accidents have resulted in heading injury and thus the need to have the motorists use a helmet to safeguard themselves. The effects of helmet use are also negligent as compared to the advantages that come with using it.

Recommendations

All the states should make it mandatory for all motorcycle riders to wear helmets by law. The public has a role in pushing for the enactment of the legislation since they are affected directly by the menace that comes with the lack of the laws in some states. Reducing the head injury resulting from motorcycle accidents can significantly reduce harm to the victim and their families because of the expenses that come with such treatment and the possibility of disabilities that may be catastrophic emotionally and economically not just to the victim but also to the family.

The human and technology cost is significant in this context when there is a need to craft the most comfortable design for the helmets. The campaign for the awareness cannot be run without proper funding and support from the government. However, small private projects can be started for some targeted areas. There will be the funding requires printing some pamphlets in the newspapers and advertisements on the television channels. The number of human capital is required to work on the social network to make the people aware of the cons and setback of rejecting this law. The technical expertise will be required from the designers, artists and content writers as well.

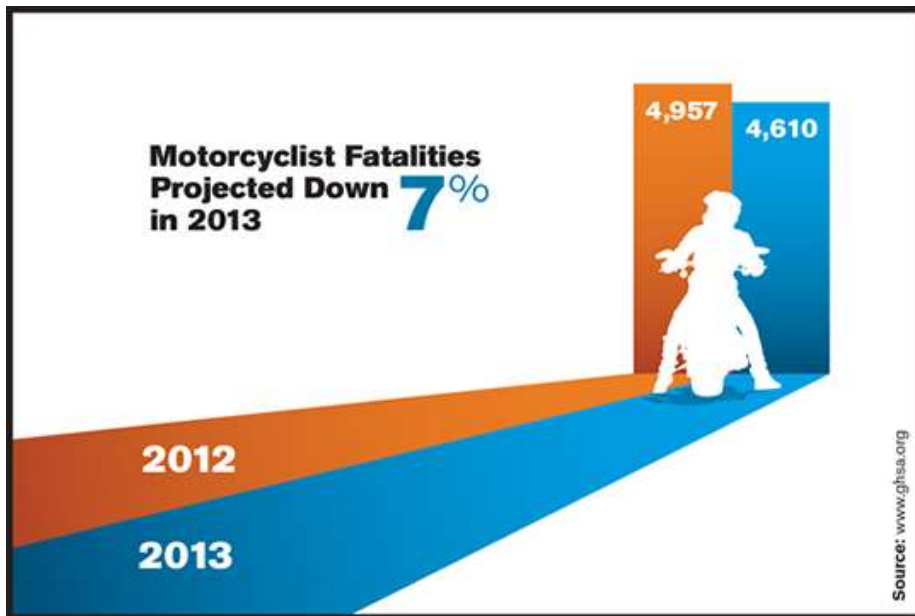
Graphics

1. Motorcycle Fatalities: 2001-2010



SOURCES: *Fatalities: 2001-2009*—U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System, available at <http://www.nhtsa.gov/fars>, as of June 2012. 2010—U.S. Department of Transportation, National Highway Traffic Safety Administration, Transportation Safety Facts: Research Notes, *2010 Motor Vehicle Crashes: Overview* (February 2012), available at <http://www.nhtsa.gov/fars>, as of June 2012. *VMT*—U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, DC: Annual Issues), table VM-1, available at <http://www.fhwa.dot.gov/> as of June 2012.

2. Study Finds U.S. Motorcyclist Fatalities Down 7% in 2013



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