

loss but I guess the main point I wanted to make is that it seemed to me that all the benefits of reducing the speed limit are likely in the next ten to fifteen years to increase whereas all the losses that occur because of the drop in the speed limit will remain pretty much constant. So if you think the arguments are pretty balanced today, I suggest to you that ten years from now they aren't going to be nearly as balanced. They are going to be much more on the side with a 55 mile an hour speed limit and give that some consideration when you are deciding how to vote on this bill. Thank you.

SENATOR CLARK: Senator Koch.

SENATOR KOCH: Mr. Chairman, I move the previous question.

SENATOR CLARK: The previous question has been called for. Do I see five hands? I do. The question is, shall debate now cease. All those in favor vote aye. All those opposed vote nay. Have you all voted? Record the vote.

CLERK: 27 ayes, 0 nays to cease debate, Mr. President.

SENATOR CLARK: The motion carried. Debate has ceased. Senator Hoagland.

SENATOR HOAGLAND: Let me, Senator Clark and colleagues, just make a few remarks in closing. Senator Chambers raised a monotony issue indicating that people are more likely to pay less attention when they are driving at 55 than at 65. I mean, I don't think that argument makes a lot of sense myself. I think the monotony of driving on the interstate hits you whether you are driving 55, 60, 65 or if this bill passes, 70 or 75. If you do get struck with interstate monotony you are certainly more able to recover and more able to drive safely after you found yourself veering one direction or the other if you are going ten miles an hour slower. Let me just make reference to a study done by the State Department of Roads about four years ago that indicated that the most frequent contributing factor to fatal accidents and the second most frequent contributing factor to all accidents is the factor of exceeding safe speed and they define safe speed as being whatever speed is appropriate under the weather conditions and the road conditions existing and that in 23½% of all fatal accidents in 1977 exceeding safe speed was the number one factor. I just think it is clear that the relationship between safety and speed is a major one and it is just not correct to say that we can continually increase the speed limit and the roads are going to nonetheless remain as safe as they are today. Again, particularly because of the problems we have around Omaha where we have had over 20 fatalities