

that we weighed one evil against another.

SENATOR CHAMBERS: Okay. Members of the Legislature, I think somebody could argue that there is a disparity here and inappropriate classification and basis for setting fines. The offense has to do with exceeding a speed limit. There should be some relationship, as Senator Kristensen pointed out, between the fine and the evil to be corrected. He and nobody else can argue that these state roads are engineered to the specifications of the interstate, and that five miles an hour above the speed limit on the interstate is as dangerous and as much to be avoided as five miles an hour on these other roads. But let me read you the penalties. If you commit these, the violation on the interstate, five miles above, it's \$25; on these other roads it's \$10. If it's six miles to ten over the limit, it's \$15 on these more dangerous roads, but \$50 on the interstate. If you go 15 miles over the limit on these dangerous roads, it's \$30, but \$100 on the interstate. If you go 21 miles an hour or more on the interstate, it's \$250, but it's only \$100 on these dangerous roads. So 20 miles, 21 miles over the limit on one of these dangerous roads would be 81 miles an hour. I don't believe that that's less dangerous than 21 miles an hour on the interstate. Eighty-one miles an hour on these two-lane roads is less dangerous than 21 miles an hour on the interstate, even though the 21 miles an hour would put you at 96 miles an hour? Ninety-six miles an hour is more dangerous than 81 on the state roads? I don't believe it. I have to level with you, I have driven that fast on the interstate...

SPEAKER WITHEM: One minute.

SENATOR CHAMBERS: ...not in Nebraska. (Laughter.) I was... Senator Klein, I don't drive that slow in Nebraska. But it's not dangerous. There's a difference between driving rapidly and driving recklessly. I have 300...now 333,000 miles on my car, practically all of it on the interstate, and I've never had an accident on the interstate. These penalties are skewed. I don't know if they're having low penalties on the state roads as a boon to the people in the boondocks, so to speak, or if there is nothing rational about the system for setting the fines? Right now I fail to see the rationality of it. So either I would want to lower those on the interstate, or raise those on these state roads.