

SENATOR KRISTENSEN: Yeah, you also got to look at not only how many miles an hour over...obviously if you're going five miles...if the speed limit is 25 miles an hour and you're going 30, I think that there's less of a risk than you're going 5 miles and going 95 miles an hour at that point. I think that it's exponential, as you go faster your reaction time is less, and I think there's some relationship that as that total speed goes over...we just happened to classify these so many...in a range, so many miles, you know, over.

SENATOR WEHRBEIN: But it does include the expressways and rural highways in that same area that if you're going over 65 and going 50...going 70 on a rural highway...

SENATOR KRISTENSEN: Right. I'm just saying that you're going to get fined more going 85 miles an hour on the interstate than you are going to be fined doing 65...

SENATOR WEHRBEIN: Sixty or 70 on a...

SENATOR KRISTENSEN: ...on a lane, and the reason is that on one road you're going much faster than you are on the other road. Now,...

SENATOR WEHRBEIN: Okay.

SENATOR KRISTENSEN: ...in Senator Chambers' defense, the one road may well be designed for that, but in terms of a rational relationship of the fine, I think we're free to do that. We specified in the court that you've got to spend so many days in jail on a drunk driving offense, even if you're put on probation. You know...I mean we have...I'm not worried about our constitutional ability to set penalties.

SENATOR WEHRBEIN: I understand that. I thought maybe there were some studies that you would have had, that the rest of us haven't had, on speeding studies that five miles an hour increases the increase of death and injury at 75 versus going 65, where you're 5 miles over. I didn't know whether you had access to those kind of studies.

SENATOR KRISTENSEN: We do, Senator. And, quite frankly, because of the time of day, we have a half hour left today,