

for the next ten years changing that speed limit. Because as soon as someone is killed on a road, whether it's related to speed or not, the pressure will be, why didn't you come in and lower the speed on that road? You could have saved this life. What the committee amendment attempts to do is give you a broad statement of what the speeds in the state should be and then, if there is an isolated area, administratively be able to identify that based on not political perception or will, but objective standards and facts as to where to reduce them. And my fear is that if we begin to go fragment by fragment, one is that you'll never know where to begin and end. The other part becomes that the, as everyone wants to lower a speed in a certain stretch of road, the Department of Roads will have pressure to say, look, we're just going to post everything, you go to the Legislature and lower your speed. And so what could be easily done to lower a speed in a bad section wouldn't be done because the Department of Roads, if everybody's asking, will just say, look, go to the Legislature, that's where we lower speeds at in this state. And this body, then, will become the Department of Roads in terms of determining what the speed should be for any one stretch of the highways. And why it's good policy perhaps in that stretch of road, I don't think it's good state policy for us to begin to put in statute books references to certain roads, at least as to lowering the speeds. Now we do have that in a limited area on the interstate system, but those are fairly well defined and have been that way from the very beginning. Senator Robinson, I have tremendous empathy, I think you're doing the right thing in terms of trying to keep that speed down. In fact, maybe it ought to be a little lower, I don't know. But I would think that with this language, and I would refer you to that the Department of Roads has the ability, based on engineering and traffic investigation, that any maximum speed which is greater than is reasonable or safe under the conditions, that they can lower that. And I think that the Department of Roads will be quick to tell you, they have very few people that come into them and say, we'd sure like to raise the speed limit in an area. Most of it is when there are problems with accidents or unsafe conditions, most every senator will come in and say, first thing you've got to do is lower that speed because we've got a problem in this area. You want to be able to do that quickly and administratively. My fear is if you begin to fragment, the Department of Roads will just not do that, will come in and say, go to the Legislature, change that road. It'll take longer and, by and large, it will be a very cumbersome process and will not