

Robinson, and Jones. You may all speak at the same time if you'd like. Actually, Senator Kristensen, maybe you ought to go ahead first.

SENATOR KRISTENSEN: (Laugh) Well, I'll just speak for all four of them. How's that? Thank you, Mr. President, members of the Legislature. This is one amendment that I will rise to vigorously oppose and let me tell you the reasons why. The two-lane roads, and I will differ with my good friend, Senator Wickersham, in that all two-lane roads are more dangerous than the interstate. That is the difference. We are not saying that all two-lane roads are dangerous, but it is fair to say that all of them, because of their nature, are inherently much more dangerous. You are more likely to be killed or injured on two-lane roads because of speed and the reasons are this. One is that the accesses are not controlled. In other words, you have people coming from the sides off of gravel roads, off of streets, over hills. Two is the interstate is a much flatter road system. Our two-lane roads cover great differences of topography in this state, many curves, many hills, and to say that you should increase all of them to that rate is not good policy. The second part is that as we begin to look at the roads, and Senator Wickersham has passed out a map to you that talks about the primary commercial road system, not all of those have 14-foot roadways and just because you have a shoulder, in fact, Senator Robinson's first amendment today, under this amendment, the dangerous road that he was trying to reduce would be actually increased under this amendment and it does have paved shoulders. Now, they may not be in very good shape, but the problem here is do you legislate for the best roads or do you legislate for the lower roads? The other thing that I think it's important for the body to understand is that the report put out by the Department of Roads and Department of Motor Vehicles and the State Patrol and the Nebraska Department of Health recommend that the two-lane and multilane undivided roads be only at 55. That's their recommendation. We're five mile an hour, as a committee amendment, higher than what they recommend and, quite frankly, I was a little willing to give more speed onto the interstate so that we could keep 60 mile an hour or less on our two-lane roads. You are literally increasing your chances for death and injury significantly by being on a two-lane road. If you're going to creep that speed up it grows exponentially. The faster you go the slower the reaction time, the further it takes to brake. On the interstate, for example