

speed limit, but I think that if they really look it over and only raise it just exact...when they really need to and, you know, when it really qualifies to pass as a road of that speed limit, I think that's the way we should do it. So that's the reason I'm supporting this amendment and thank you.

SENATOR BERNARD-STEVENS: Thank you, Senator Jones. Senator Fisher.

SENATOR FISHER: Mr. President and members, if you'll look on your desk I have a handout. Talks about two-way or highways and the ones that list the top of fatal accidents and Highway 30, it parallels the interchange, which is rather strange. You would think that it wouldn't, but that accounts for the most accidents. And everybody take a time to read this because I think one thing that we must talk about is safety. Safety must be paramount. I know we're in a hurry and I know there's some roads out there that have very little traffic on, but I think it's nearly impossible to make too much of a distinction between roads and where you're going to go because it's going to even be tough for the drivers thinking they have that extra speed. And I sure do appreciate what Senator Wickersham says about being out west. I know going through the sandhills certainly does get boring sitting there at 55 miles an hour. Do we know anybody that drives...no, we won't ask that question. (Laugh) But I think that we must consider now that we are setting these speed limits. It's a big burden that rests on our shoulders and, more than convenience and more than getting there, not seeing a car I understand, but it's safety. It's life we're talking about. Remember that when you vote to raise those limits on these two...two-lane highways. You know, you'll get four foot's not uncommon and you don't have that division between that oncoming car and it's...there's a lot of power, a lot of force right there. But I ask you, please take the time to read this short article. It appeared in the Grand Island Independent February 26. I'm very familiar with that stretch of road. I'm sure you could ask Senator Schmitt. He's familiar with those sections of road, Highway 30 and the accident rate. You know, when they name them...since 1990 five highways have had more fatalities than any other state. These highways were U.S. Highway 30, which parallels the interstate, with 61 deaths; in eastern Nebraska U.S. Highway 81 and 34. I think the record pretty well stands on itself that they are more dangerous and I just ask you to kind of dig deep when you talk about changing