

certainly don't encourage them to stop doing that. And if they're going to continue to drive 52 or 63 miles an hour, I guess that's not going to be bothersome to the Legislature, we're not the ones out there obligated to enforce the law. But why should we make a law that clearly does not fit what people's expectations and current practices are and then declare in a very unctuous tone that somehow we promoted safety across the state of Nebraska? We won't have done that at all. All we'll have done is set a limit that allows us to publicly say we're in favor of safety and look the other way. So I don't think that argument really makes any great impression on me. I don't think it makes any great impression on my constituents who have many, many miles to go over highly improved roads and, quite frankly, can't understand why they should not be allowed to travel 65 miles an hour when, as they can see from their perspective, and certainly as I can see from my perspective, that that is perfectly safe and perfectly reasonable and it has nothing to do with the judgments that might be made on other segments of the highways in the state of Nebraska. If there are highways, according to studies, that are hazardous, they do not have to set a 65 mile an hour speed limit. I noted even in the handout, that Senator Fisher gave us, that, for example, Highway 20 and Highway 2 are not amongst those highways that apparently sustain higher rates of fatal accidents. If that's true, why wouldn't it be appropriate to allow traffic on those roads at 65 miles an hour? If you want to have a 60-mile an hour limit on Highway 34, Highway 81, Highway 33, Highway 275, and Highway 30, fine, let the Department of Roads go out and analyze it according to traffic volume and design of the road, set the limit at 60 miles an hour, 55 miles an hour, doesn't make any difference, should be what their studies show is the appropriate speed limit. But if a higher speed limit is justifiable, allow them to do that as well. We can set the ceiling, I don't care if we set the minimum, we should set the ceiling, and that's what this amendment is really about.

SENATOR BERNARD-STEVENS: Thank you, Senator Wickersham. Senator Kristensen.

SENATOR KRISTENSEN: Thank you, Mr. President, members of the Legislature. I think Senator Wickersham is right, we should set the ceiling. I think that ceiling ought to be 60-mile an hour. We did take a vote on this in committee, it was two people voting for, six against. That's the reason it's not in the