

SENATOR ELMER: So, we assume that by that time they will have an idea. But are you saying then that they'll probably post 60 and then reduce it at request of local authorities?

SENATOR KRISTENSEN: Oh, I don't know that it will be solely at the rest of local authorities. My guess is that they know a number of roads where it's not going to be a problem to do 60, and those will just be scheduled. I think they have some idea of where the problems may be, that maybe 55 is too high.

SENATOR ELMER: Then we're going to have, according to this then, we're going to have a number of roads posted across the state, if the bill stays like it is, with roads posted at 60, some at 55, some perhaps at 50. And the argument that I've heard that these different speed limits are going to confuse everybody, what difference does it make if we start at 65 or at 60, as long as the road and traffic conditions warrant, and the Department of Roads, in their engineering studies, show that it's safe to drive that design speed?

SENATOR KRISTENSEN: Two answers. One is that, as you raise it to 65, it will take more effort to reduce. As you go higher there will be more roads that will have to be changed and examined. The second answer is that we're setting a maximum speed and, quite frankly, there will be pressure on the Department of Roads saying, look, the state speed limit is 65, let's have it at 65. And the more roads that you lower, the more political pressure gets put on the Department of Roads to either fix the road, in their terms, or to increase the speed.

SENATOR ELMER: Well, isn't it the goal in the design standard that we have in place to do that anyway?

SENATOR KRISTENSEN: Designs and deficiencies are designed for safe travel.

SENATOR BERNARD-STEVENS: One minute.

SENATOR KRISTENSEN: The speed limit...we don't build roads to go to a certain speed. We don't build roads because we want to go faster. We build roads to safely carry commercial traffic.

SENATOR ELMER: I understand, I understand. Okay. Given all of