

a compromise here. Of course the traffic between Lincoln and Omaha is much greater than at the other areas of the state. And I would also note that the terrain is more up and down than when you get out in our area of the state. One of the problems I have in my area of the state this time of the year is the crane watchers want to stop and take pictures along the shoulders of the interstate. And...so cranes cause more problems than you might think. And I guess lack of habitat now is killing off the cranes. I don't know why I got into this area subject. But, but anyway, I do support the Stuhr amendment and I'm not quite sure what cranes had to do with it, but you'd be surprised how many people slow up on the interstate in the Great Platte Valley to see what those strange looking birds are doing. And the birds aren't the only strange looking things out there either, but they do detract from driving. And so... (laughter) I think this is a good compromise. I'd like to support it.

SENATOR CROSBY: Thank you, Senator Schrock. Senator Kristensen.

SENATOR KRISTENSEN: Thank you, Madam President and members of the Legislature. I rise to oppose the Stuhr amendment for the following reasons. One is that...and when the committee brought the bill out at seventy-five, it obviously was not based on absolute unanimity of vote. It was a balance between as we raised the speed, we also increased the penalty. And the reason we did that was that we knew there would be a tendency if you wanted to go over that, that we wanted to keep people from speeding. We wanted seventy-five to be the speed. We were aware, and I think it's been borne out here, that as you lowered the standard, in other words, you're allowed now to knock it down. You can do the Stuhr amendment right now because you have the ability, Department of Roads, based on their studies in looking at it, they can reduce the interstate in those problem areas by five mile an hour and take care of Senator Stuhr's problems. Where there is a problem, let's say that there's an entrance ramp or let's say there's some area because of high congestion, they can, they can do a surgical, an isolated surgical reduction. But what'll happen is that if we go to seventy in those areas, there'll then be an amendment to lessen the penalties, probably, to allow people to practically speed higher. It's what we've done in the past. When we took our speed limits down to sixty-five, we found ways, through diversion programs, through less speed...or through less