

SENATOR KRISTENSEN: Oh, I don't think seventy-six, seventy-seven you'll get it, seventy-eight, borderline. I mean, you know, how do you...we're quibbling over a mile an hour here and there. On just as a general trend, you go down to seventy and I'll tell you they're not...they probably won't be writing tickets at seventy-five or seventy-six either.

SENATOR SCHROCK: Well, whether we agree or not, I don't believe we're going to have strict enforcement whatever we set the limit at, and therefore, that's why I did support the amendment that Senator Engel brought forth here a couple weeks ago to reduce the interstate speed limit to seventy. And still would like to support that, but I think Senator Stuhr has brought us something that is a compromise, and a lot of traffic when you get around Lincoln and Omaha and between here and Omaha.

SENATOR KRISTENSEN: And I think that the reason that you can look at the seventy-five mile an hour speed limit is the same thing Senator Stuhr passed out. The major...look at that chart she passed out, by far the largest volume is Omaha.

SENATOR CROSBY: One minute.

SENATOR KRISTENSEN: The rest of these volumes are all pretty much the same. And we made a provision for Douglas County to take care of that huge Omaha area volume. That's been taken care of. The rest of these, the Omaha to Lincoln and the rest of those are all roughly in the same ballpark of traffic counts, and that's, that's the reason that the seventy-five limit is there.

SENATOR SCHROCK: Well, the Omaha to Lincoln is almost double the traffic count in the North Platte area. It is almost double. And, you know, I think Senator Stuhr's got a point here. And when you get more people driving and going in and out of the exits and off ramps, there is a safety factor there. Thank you, Madam Chairman.

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

SENATOR KLEIN: Call the question.

SENATOR CROSBY: The question has been called. Do I see five hands? I do. The question is, shall debate cease? All in