

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE  
Transcriber's Office

March 31, 1999 LB 585

the following guests visiting the Legislature. (Introduced visitors.) Thank you for being here. Debate on this portion of the divided committee amendment, Senator Chambers.

SENATOR CHAMBERS: Mr. Speaker and members of the Legislature, I don't want Senator Bromm to have to wait too long before he becomes aware where the opposition will come from. It is going to come from right here. And, Senator Bromm, what you're striking is language that was put into the law, not in 1974, but when we raised the speed limit, just a couple of years ago, whenever that was, and the rationale is quite simple. With higher speeds on the interstate, with the interstate having been engineered to accommodate higher speeds, it is much easier to exceed the limit on the interstate than these state roads and city streets. So the highway, known as the interstate, is an entirely different type of highway from the state roads. I want to ask Senator Bromm a couple of questions, if I may.

SPEAKER KRISTENSEN: Senator Bromm, would you respond?

SENATOR BROMM: Yes.

SENATOR CHAMBERS: Senator Bromm, where do the majority of traffic fatalities occur? We know the majority does not occur on the interstate, isn't that true?

SENATOR BROMM: That's true.

SENATOR CHAMBERS: They occur on state roads and city streets, isn't that true?

SENATOR BROMM: I've got a breakdown and more would occur on those types of areas than the interstate, itself, that's correct.

SENATOR CHAMBERS: So it would seem to me that if you're concerned about reducing fatalities, you would raise the points on those other roads instead of raising it on the interstate where the problem does not exist, but that's all that I was going to ask you and...because I want to make some comments on that score. They are going backwards in this bill. Nobody can