

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

March 31, 1999 LB 585

you at speeds that might have been in excess of 10 miles an hour over the speed limit? Senator Chambers would again truthfully answer, yes. And since I'm the author of this particular portion, which was introduced by me, with no other input from anyone else, as a suggestion as to how to moderate the speed of the flow of traffic on the interstate, which was the question, my thought process fell to our doubling of fines in construction zones and doubling of fines later in school zones, both of which have had a tremendously beneficial safety escalation for the students in the school zones, as well as those people who either work in maintenance for the state of Nebraska, or in road repair for the private construction companies who do do those sorts of things across the state on all classes of property. It appeared to me that if that process worked, then the discussion of the same type of approach had value in addressing the speeds, the excessive speeds that were the topic of conversation at that time on the interstate. I'm going to probably have to renew my light again, but backing up to 1996, when we took from the court the fine system and created that that exists for all roads in the state, outside of municipal areas, and the speed system and the fine system applies universally all over the public thoroughfares, the Transportation Committee at that time left the speeds for 5 and up to 10 miles an hour over at \$10 and \$25 for one specific reason, and those were the old fines. And they raised to some dimension the fine for being more than 10 miles an hour over, up to 20. And the reason for that...

SENATOR SCHIMEK: One minute.

SENATOR COORDSEN: ...is that it is relatively easy for most people, in going in and out of changing speed zones, traveling on a city street, wherever that might be, to exceed very moderately a 35-mile an hour speed limit. And we felt that that was not...not necessarily dangerous to be traveling on a 55-mile an hour speed zone, and the instance you passed into 35, to be going 40 or 45 miles an hour, in the process of slowing down. And this was an antispeed trap type of provision, leaving those fines low. Now, and the rest of the rationale, at that time, was that when you were going 10 or more miles an hour over the posted speed limit, there was a pretty good...

SENATOR SCHIMEK: Time.