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FLOOR DEBATE

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think it had been done in the city of Omaha for quite some time, and I am not personally aware of any problems with safety during the time it was done. So thank you, and I am in support of the measure. Thank you.

SENATOR CUDABACK: Thank you, Senator Synowiecki. Senator Chambers, on the advancement of LB 86.

SENATOR CHAMBERS: Mr. President, members of the Legislature, I'd like to ask Senator Pedersen a question.

SENATOR CUDABACK: Senator Pedersen, would you yield to a question from Senator Chambers?

SENATOR Dw. PEDERSEN: Yes, Mr. President.

SENATOR CHAMBERS: Senator Pedersen, would you be willing to have added an amendment which would make the city liable to any person who would be injured as a result of this, the activity being conducted under this ordinance that if the city enacts it?

SENATOR Dw. PEDERSEN: I can't answer that. I'd have to ask the people who are...I'm carrying the bill for, Senator.

SENATOR CHAMBERS: Well, if...let's forget about an amendment. Let me ask you how that resonates with you. If the city, despite what Senator Synowiecki said, is going to enact an ordinance that allows people to stand in the roadways, because that's what the purpose of this is, and somebody is injured. For example, a car is going to stop to put some money in the bucket and another car runs into the back of that car because it's stopping not where a person would expect it to stop, ordinarily you would say that the person who strikes the car from the rear is always at fault because you should allow a safe distance between yourself and the car in front of you. But on these well-traveled roads and when the traffic is heavy, those are the times they will want to do this and on the kind of roads I described. What is ordinarily a safe distance, because nobody is suddenly going to stop, would not be a safe distance because of this sudden stop. So if the city is going to adopt, as a policy, allowing people to stand out in traffic and do this, why