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you'd need a minimum of signs in that fashion. Is this not likely to be the case?

SENATOR BARNETT: I think this could very well be the case. When we adopted the issue in Lincoln we took it from what the federal rule of the road, or what the uniform rule of the road was going to be but what has happened since then and I might enlighten this body that within three or four months there will be a meeting, federal meeting, of people from all over the United States with regards to how they want to try and adopt the right turn on a red light throughout the states. At the present time, at the present time, the rule of the road would be like Lincoln but they also warn us that the possibility that the western idea which is the type Omaha has is taking over. Now whatever we do, I think we should adopt this as a state law so that it will happen in every town in this city and not just Lincoln and Omaha and therefore eliminate confusion of the driver that we have right now and if you think the turning right all over the state would be best except where prohibited then accept that amendment. If you do not believe that way then you'd go against it.

SPEAKER: Chair recognizes Senator Anderson.

SENATOR ANDERSON: Mr. President, members of the body, I am in full accord with Senator Goodrich's amendment. I don't know how many of you have had a chance to drive extensively in any of the states that do have right turn on red light after full stop as the amendment suggests here, but any of you who have had I think would agree that this is a much better way to expedite the movement of traffic. I did some research on this question attempting to find out what the safety hazard might be in terms of the experience of states that are doing this now, namely, California and Colorado and I had contacted some other states, but these are the ones that gave the strongest recommendations in regard to this type of legislation, particularly California that had the longest experience with it. They indicated that they could not identify once the phased in period had been passed a significant safety hazard in this regard and I think this is a question that we need to keep in mind, that in the experience of California there is not an additional safety hazard and certainly in terms of getting uniform legislation throughout all of the states. Those states that now have this type of law are not going to change back to red turn on red, or right turn on red light where a sign permits it. So I think that the leadership of California is going to be significant here, so I would urge the adoption of the amendment.

SPEAKER: Were you through a moment ago, Senator Stahmer?

SENATOR STAHMER: No I wasn't sir.

SPEAKER: Okay, Senator Stahmer.

SENATOR STAHMER: I just wanted to briefly add that I think in the majority of cases the majority of intersections there would be the right turn allowed so for this reason it would take a minority of intersections where there would be signs. It would be simpler, it would be cheaper and I think more easily understood and for that reason I support the Goodrich amendment.

SPEAKER: Senator Kelly.

SENATOR KELLY: Mr. President, members of the body, this particular little question was a campaign issue out in our town and all throughout the community in Grand Island they far preferred the Omaha system.

SPEAKER: Senator Carpenter.