

SENATOR LABEDZ: Thank you, Mr. Chairman. As before, I oppose LB 619. In the meantime, in the last few days I got a lot of information on studded snow tires and there are really no valid statistics available to show precisely how much road wear is caused by studded snow tires or by unstudded tires. Overweight trucks, traffic volume, the rapidly expanded use of deicing chemicals, sand, improper road construction, inferior materials, or poor road design all may be at fault, not the studded snow tires. In respect of service wear during the winter season tire stud abrasion alone may not be wholly responsible for the increase in pavement surface wear. Varying temperature stresses, the freeze-thaw cycles, salt solutions in combination with sand may be destructive agents on the surface layer which would aid and abet tire stud damage. In Ontario, now in Ontario they did ban the studded snow tires. Portions of the highway which were open to traffic after the Ontario ban on studded tires went into effect show the same kind of rutting, the loss of lane marking and general deterioration blamed on studded snow tires. Hydroplaning occurs as a result of water retained in wheel path ruts. Some highway officials lay the blame on studded snow tires. As explained, hydroplaning is heavily related to tire condition and vehicle speed as well as pavement surface texture. Hydroplaning occurs when water is trapped under a tire. A layer of water only a few thousandths of an inch thick is required and can occur on a level road with an even coating of moisture as well in pools on a heavily rutted road. Now I did also talk to Captain R.J. Syslo of the State Patrol and he informed us that one of the reasons the State Patrol no longer uses studded snow tires is because of the excessive speed. The studs would come out of the tires if they go ninety miles an hour. This situation they felt would cause a safety problem. Captain Syslo also informed me that their department also became aware of a study done in Ontario, Canada...

SENATOR CLARK: Could we have some semblance of order, please.

SENATOR LABEDZ: ...where currently studded snow tires are banned in which it was demonstrated that in order for studded snow tires to be of any appreciable difference in stopping in inclement weather, all four tires would need to have studs. The question is going to be called and I know that we don't have too much time on this bill. We heard a lot of information and I hesitate to go on any longer but I have at least six sheets of information as to what damage the studded snow tires do on our highways and roads. I urge you to defeat LB 619.