ENOUGH IS ENOUGH
Speeding won't solve our problems

Just when one thought that we were coming to our senses regarding our overzealous support for a bill in the Illinois Senate with a bill to increase highway speed limits to 70 miles per hour. Just this January, Illinois increased its allowed speed from 55 mph to 60 mph. While both of these increases do/will not apply in Cook and counties surrounding Chicago, they will affect speeds over the rest of the state. It's a deal. Aren't we better off following the lead of our neighboring states (e.g., Missouri, Iowa, and Indiana), who have set these higher speed limits in operation? There are several serious problems with increasing the speed of the roads. One of the tone that gets lost in the discussions is that more accidents (or more fatalities per accident) will occur at faster speeds. Intuition might suggest that this is true as faster cars would have more difficulty stopping and maneuvering, both serious limitations when faced with any of the many situations drivers experience daily, whether driving down the road, ice on shoulders, cars swerving into lane, debris in lane, etc. Yet, the research seems a bit unclear about what really happens when vehicles are traveling at higher speeds. Some say that as the speed limit increases, accidents are a function of the varying speeds that vehicles are traveling as much as the speed limit has. While it is important to continue to debate these issues, there are clear reasons to object to increasing speed limits.

The second and unequivocal reason that it is very problematic to raise the maximum speeds has to do with the extra fuel that it will require. Most cars max fuel efficiency speeds around 65-75 mph. Any additional increases in speed reduce the efficiency quite substantially, if initially the vehicle is going at 35 mph, increasing the speed to 55 mph, then this car will only get ~27.6 mpg at 65 mph, 24.9 mpg at 70 mpg, and 23.1 mpg at 75 mph. Thus, if one drives a this car 12,000 miles, it will require an extra ~82 gallons of gas to go 70 mph (versus 55 mph) or an extra 47 gallons of gas (versus 65 mph). An extra 47 gallons may not seem a lot but let's say that 3,000,000 cars were to do this for a year then we would be talking about an extra 141,000,000 gallons; amazing there are only 3,000,000 cars driving on the highways and buses in Illinois. This is a huge amount of fuel that is largely going to have to come from some foreign country (since most of our fuel comes from Canada and our gas stations and the burning of this fuel is going to result in a huge amount of extra carbon dioxide emissions). Even if this is just a small change (that is, increasing the highway speed limit by 5 mph) may not seem like a lot when one adds up all the cars that are likely going to respond to this change by burning more gasoline, this change will be very detrimental to our energy independence as well as our climate change.

The previous two reasons are the most relevant but other secondary issues are worth mentioning, even if they aren't fully researched. One this that stands out is the cost of increasing speed limits. When one drives faster, one destroys tires more quickly. At faster speeds, a vehicle is also likely causing more road damage as well. It is no secret that drivers are more likely to hit a bird, squirrel, or fox in the road, as these animals will not be able to get out of the way of a speeding vehicle, which might not amount to much for one car, when one realizes just how many vehicles there are now, we can expect them to amount to something by the time it gets to a billion. Outside of the reasons for not going faster isn't it curious why this is so important now? With the economy in the tank, why are we so focused on getting highway vehicles to move faster? Aren't there more important things for our state congresspeople to be worried about? I guess this is an attempt to make it seem that government is relating the laws (in other words, reducing the regulation of vehicles) on the one hand, and that they are just interested in reducing regulation but more importantly in increasing the lives of people being killed by speeding. Why not increase these speed limits, let there be more deaths, let the cars be more dangerous, and let the government do nothing about it.

The monash review
County wide school for Warren County?

It appears to be a "church" time. Recent events in the economy and the financial crisis caused by states have impacted the effectiveness and solvency of local schools across the country. As of February 23, the Chicago Tribune reported "the state owes $93 million in aid payments to the schools with the oldest unpaid voucher dating to October." Reports appeared on March 20, the newspapers reported on Koch, a Superintendent of Schools Superintendent that as many as 14,000 school employees around the state, including 6200 teachers, could be laid off due to budget cuts. This is resulting from implementation of proposals for ten percent across the board cuts to all state agencies at the state level. Add to that the trend during the last decade, where the population of most places in West Virginia is decreasing while the state is increasing by 8 to 10 percent annually, and the state's total population has increased by about 6 percent. As a result, the state is anticipating a reduction in state aid for education by 10 percent, which is expected to have a significant impact on the schools. A specialized schools district could be established to address this issue. This would be an opportunity for the state to invest in providing high-quality education to schools in West Virginia, while also addressing the needs of students in rural areas who may not have access to high-quality education otherwise.

The study offers a new perspective on the role of schools in a society. It argues that the current system of local school districts is not sustainable in the long term. The study recommends the establishment of a specialized schools district that would have the authority to make decisions about the allocation of resources and the implementation of educational programs. This would allow for more efficient use of resources and ensure that all students have access to high-quality education. The study also calls for the creation of a new framework for education in West Virginia, which includes the establishment of a new education fund that would be dedicated to providing high-quality education for all students. This fund would be funded by a combination of state and federal grants, as well as by contributions from local businesses and individuals.

The study concludes with a call to action for policymakers and stakeholders to consider the recommendations. It is hoped that this study will be a catalyst for change and lead to the establishment of a new system of schools in West Virginia that is better able to meet the needs of all students.

The study offers a way forward for the state of West Virginia. It provides a roadmap for policymakers and stakeholders to consider the recommendations and work towards establishing a new system of schools that is better able to meet the needs of all students. It also highlights the importance of investing in education and ensuring that all students have access to high-quality education. The study provides a valuable contribution to the ongoing debate about the role of schools and the future of education in West Virginia.