

# Activist turns to red-light cameras

## ■ Christoval man fought speed limit law

By Dillon Brollier  
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Greg Mauz is so passionate about traffic safety he gave up a paying job to produce a 96-page research paper against red-light traffic cameras.

This passion is not limited to traffic cameras but also to gasoline regulation,

speed limit safety and laws he considers unfair.

When Mauz moved to Texas in 2006, the 65 mph nighttime speed limit did not sit right with him.

"It was a very unjust law to be able to go 80 during the day and then have to slow down to 65 during the night," said Mauz, of Christoval. "I saw cops have five to six cars pulled over, and even my wife said that does not seem fair. It is about having laws that people agree with."

Mauz took action. He started writing articles



Mauz helped influence a bill to abolish lower night speed limits on Texas highways.

fortified with research to back up his claims that the lower speed limit was unnecessary.

"I filed the bill last year because I had just made a trip west and I realized nobody had any nighttime speed limits," state Rep. Gary Elkins said.

"When I came back, we did some research and realized Texas was the only state that had a nighttime speed limit. After I filed the bill, a lot of different groups came forward and supported the measure."

Mauz emerged as one of those supporters, and the bill was passed on May 28, 2011.

Elkins wrote that House Bill 1353 "allows a 75 mile-per-hour speed limit on Texas roads where reasonable and eliminates slower

See MAUZ, 3A

## FROM THE COVER/LOCAL

### MAUZ from 1A

speed limits at night," in a letter to Mauz.

The law went into effect Sept. 1, but the roadside signs were not replaced in West Texas until December.

After all of his research and influence on traffic laws, Mauz insists that he does not do this for recognition, but to make the roads safe.

"I do not get paid for this," Mauz said. "This is about truth, justice, freedom and real safety."

Assisting with the passing of HB 1353 is not Mauz's first venture into helping to raise speed limits.

In 1996\*he fought to overturn the "Drive 55" campaign, launched in 1974 amid a serious gasoline shortage. \*1995

"I went around and took a petition, and I got people to give me their contact information and signature and sent it to President Clinton and Sen. Connie Mack," Mauz said. "As part of the National Motorists Association, we had a lobbyist in Washington, and the all the insurance companies came out against us."

Mauz rebutted the insurance companies' arguments.

"They said, 'If we get rid of 55 there will be thousands of more deaths' and all this nonsense," Mauz said.

Mauz said his research proved this

wrong.

"1997 contains 110 less fatal crashes on all limited-access divided highways as compared to 1995, the year before the 55/65 repeal," Mauz wrote in a 1999 article for National Motorists Association News.

His numbers were backed by the National Highway Traffic Safety Administration.

Mauz also assisted in raising speed limits in Montana and in his native Florida before coming to Texas.

"I worked with officials to create higher, safer speed limits in Florida (65 on urban roads and 70 on rural roads) and Montana.

Mauz is now fighting to abolish the ethanol mandate.

"Ethanol (even just 10 percent) reduces gas mileage by 5-12 percent," Mauz said in a letter to Sens. Kay Bailey Hutchison and John Cornyn and to President Obama. "Ethanol wears out engine parts quicker, does not honestly improve air quality and is costing us billions in lost farming/ranching jobs."

The effects of ethanol were not the point Mauz was trying to make.

"Ethanol purchase should be freedom of choice, not dictated by anyone," Mauz wrote. "We the paying customer should decide what is right for our individual needs, not the government or corporate ethanol lobby."

Mauz works with the Best Highway Safety Practices Institution, a

nonprofit that provides professionals, policy makers, the news media and the public with empirical data, findings, guidance, recommended practices and resources to advance best practices and fair laws.

"Most 'safety' groups are immoral, self-serving enforcement-for-profit special interests preying upon the driving public," Mauz said. "The BHSPi and I deeply care about real safety and saving people's lives."

There is one traffic law enforcement tactic that Mauz finds to not only be unsafe, but a way to get more money from the public — red-light traffic cameras.

"Every legislative session, I am involved in trying to get rid of the (red-light traffic) cameras because they cause more crashes, injuries and fatalities," Mauz said. "They use engineering malpractice and too short of yellow times," the length of time a traffic light is yellow before it turns red.

He said he is far from alone in opposing the cameras. "Whenever you have a voter referendum on the issue, cameras go bye," Mauz said.

While Mauz agrees that laws can help make the roads safer, he said they can only do so much.

"Proper engineering, education and driver training are the keys to safety," Mauz said.

A collection of some of Mauz's traffic safety research can be found at [www.bhspi.org/mauz](http://www.bhspi.org/mauz).

AM 325-896-2595





## The Senate of The State of Texas

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February 17, 2016

Mr. Gregory F. Mauz  
2721 Venado Drive  
Christoval, Texas 76935-3296

Dear Mr. Mauz:

\* Thank you for writing to share your concerns about Texas' transportation system and the reduction of speed limits. I share your passion for this issue, and I appreciate hearing your thoughts.

Like you, I want to ensure that our transportation projects are planned, constructed and maintained with maximum financial and practical benefit to Texas. This legislative session, the legislature redirected valuable dollars to help fund our ailing transportation infrastructure by ending the diversion of existing gas tax revenue from the State Highway Fund. This, combined with your favorable vote in November for Senate Joint Resolution 5, means we've added \$5 billion per biennium to the state Highway Fund beginning in the 2018-2019 biennium. This will be the largest transportation infrastructure commitment in a decade.

We have no time to waste. Texas is on a roll and we need to make sure our roadway improvements keep it that way. A properly executed transportation system will help continue our economic development and allow motorists to spend less time in traffic and more time at home with their families.

Again, thank you for sharing your comments with me. I encourage you to continue making your voice heard to the officials who represent you, and stay involved in the issues affecting our great state of Texas.

Sincerely,

A handwritten signature in black ink that reads "Dan Patrick".

Dan Patrick  
Lieutenant Governor

\* Lowering SLs cause more crashes, injuries and fatalities. Plus, 8<sup>MPH</sup> or more below 85<sup>th</sup> %ile speed is illegal (I-20 near Odessa). *AM*

REPRESENTATIVE GARY ELKINS



TEXAS HOUSE OF REPRESENTATIVES

COMMITTEES:

CULTURE, RECREATION & TOURISM, VICE-CHAIR

LOCAL & CONSENT CALENDARS

WAYS & MEANS

February 7, 2012

Mr. Gregory Mauz  
2721 Venado Drive  
Christoval, Texas 76935

Dear Mr. Mauz:

I wanted to take a moment to thank you for your support of House Bill 1353, which allows a 75 mile-per-hour speed limit on Texas roads where reasonable, and eliminates lower speed limits at night. Throughout the 82nd Legislative Session, I was so pleased by the show of support for this piece of legislation, which is now effective as law.

I want to especially thank you for your dedication to the passage of HB 1353, and for the information you provided me throughout the legislative session. I know you invested much time researching this issue and publicizing the need for change. The activism of people like you facilitated this bill's successful passage into law.

Again, thank you for your support on this important issue. I believe that this law will improve mobility on our roads while maintaining safety. I hope that you will continue your participation in the legislative process. Your involvement truly does make a difference in Texas's future.

Sincerely,

A handwritten signature in blue ink that reads "Gary".

Representative Gary Elkins  
Texas House District 135





# Opinions vary on impact of lower speed limit

*Some experts say decreasing speed increases risk of wrecks*

By Erin Stone  
estone@mrt.com

Since local authorities reduced the speed limit on a stretch of Interstate 20 between Midland and Odessa from 75 mph to 65 mph, there have been varied opinions on whether the change, which came at the end of January, will truly impact crash rates.

"Lowering the speed limit from 75 to 65 does nothing to increase the survival rate of a head-on collision or distracted-driving collision on the obsolete and non-functional on/off ramps from 2-way access roads," was one comment posted on the Reporter-Telegram's website in response to the decision.

"These announcements are always written as if the smaller numbers painted on the signs will reduce the actual travel speeds significantly," commented James Walker, a member of the National Motorists Association. "They don't (reduce speeds), unless enforced something very close to 24/7 and that will not occur. The lower limit may well increase crashes as a tiny percentage of cars comply with the new limit, but most don't, so the speed variance increases."

Some experts say that lowering speed limits actually increases the risk of wrecks.

Greg Mauz, a member of the non-profit Best Highway Safety Practices Institute and traffic safety researcher who has been studying the impact of speed limit changes for more than 30 years, said that not only is the change of speed limit on I-20 dangerous, but that the Texas Department of Transportation is disobeying its own rules. **Law.**

The TxDOT Procedures for Establishing Speed Zones manual states that posting speed limits more than five miles per hour below the average speed of 85 percent of drivers (known as the 85th percentile) does not reduce crashes and leads to less driver compliance.

In 2011, the 85th percentile speed was 77 along the 38-mile stretch of I-20 between Midland and Odessa where the speed limit was reduced to 65 mph, according to a TxDOT report.

"This is going to unfairly ticket many people and it's going to cause more crashes and fatalities," Mauz said in a phone interview. "Traffic speeds don't change. They're like a river and they go more by the design of the road and by the flow of traffic, so lowering a speed limit doesn't get everybody to slow down. It just makes more speed variance between the slower and faster vehicles, causes more people to tailgate, more

people to do dangerous lane swerving. Every one of those behaviors gets increased from lowering a speed limit and can cause a crash."

The lowered speed limit **SLS** was the result of more than a year of traffic studies and **legally** required approval from the Texas Transportation Com-**2011**, according to a previous Reporter-Telegram article. The TTC is made up of five commissioners ap-**not**

pointed by the governor. **not** Many studies prove that the 85th percentile speed limit is the safest limit because it lowers speed variance on the road, increases speed limit compliance and lowers risk of accidents. But after conducting a speed survey, the TTC voted in 2015 to allow TxDOT to post speed limits up to 12 mph below the 85th percentile speed on road segments where crash rates are higher than the statewide average. **ITE NO 8 below**

That was the case in Midland and Ector counties, said Gene Powell, spokesman for TxDOT's Odessa District. **liar** Lowering speed limits is one way to reduce crash severity and rate, he said. **LIES.**

"Lowering the speed limit reduces crash severity, it gives people more reaction time **LIES**, in Midland County — 1,200 when other people do things that are unexpected, it's easier to merge onto the interstate because they don't have to

get to quite as high a speed," Powell said. "We're just trying to encourage people to drive carefully and reducing speeds reduces crash severity and hopefully, we believe it will help with the crash rate."

Most crashes on rural Texas roads are a result of driver distraction and failure to control a vehicle, not speeding, according to TxDOT's 2014 Texas Motor Vehicle Crash Statistics. There were 28,683 crashes with a contributing factor of "failing to control speed," 15,303 crashes with a contributing factor of "unsafe lane change" and 954 crashes with a contributing factor of "speeding (over limit)."

These terms seem to be interchangeable, but are actually quite different, according to transportation experts. Failing to control speed means careless driving, such as taking a turn too fast. Unsafe speed refers to driving at an unsafe speed depending on conditions such as a wet road. Speeding (over limit) is driving at a speed that exceeds the posted limit.

In 2014, there were 203 speed-involved crashes and injuries in Midland County, according to the TxDOT report. The majority of crashes — were because of distracted drivers. There were 284

Please see **SPEED/4A**

## SPEED

From 1A

crashes as a result of DWI, according to the report. Distractions and drunken driving are harder to regulate than speed limits, which is partially why TxDOT felt it would be significant to lower the speed limit even though **<5%** most crashes are not due to speeding, Powell said. **true.**

"We understand that **with** speed differential is a **low** **SL** problem ...," Powell said. "I don't know how you qualify which is the best way, but lowering speed limits is one of the ways (to reduce crash rates and **LIE** severity). The best way would be if people would get off their phones and obey the laws and do what they're supposed to do behind the wheel. But when you can't get people to do that, your options are pretty limited." **B.S.**

Whether you're over the limit or under, a speed-related crash can be fatal. In 2014, 61 people were killed in Texas because of driving below the speed limit and 66 passengers killed in speeding vehicles, according to TxDOT statistics.

However, Mauz believes more time should be spent on educating motorists, rather than what he sees as money-making opportunism.

"There are so many good things you can do for safety, but of course they don't make money," Mauz

said. "What they're doing is absolutely wrong. A lot of people are gonna be hurt by this through fines, insurance, and they'll be people driving at reasonable and safe speeds, not maniacs. We need more investment in educating people not to text and drive. Text messaging is no question the most dangerous form of not paying attention. It's so dangerous it rivals DWI, which is the No. 2 cause of fatalities in Texas. So we need to educate people on that."

TxDOT officials run at least six campaigns a year in Midland-Odessa, ranging from Share the Road motorcycle awareness training, to Click it or Ticket for seat belt usage to Be Safe, Drive Smart for driving in the energy sector to several don't-drink-and-drive campaigns, Powell said.

"Anytime you're talking about traffic, people just need to have 100 percent of their attention on the road, especially at 65 mph," Powell said. "Our message is follow the law, don't drive distracted, put your seat belt on and expect the unexpected." Though they don't yet have the data to support it, Powell said the lowered speed limit seems to have had an impact.

"Anecdotally, it feels **LIE**, as if we are responding to fewer major crashes," Powell wrote in an email.

Shirley Mauz 325-896-2595



# Viewpoints

## Speed-related traffic fatalities grossly inflated by NHTSA

Overall, the *Standard Times*' "West Texas Killer Roads" articles Sunday and Monday contained good information. However, the writers were extremely misinformed about "speed being a cause (factor) in one-third of all fatalities" and "38 percent in Texas."

The National Highway Traffic Safety Administration is a self-serving agency fabricating statistics to condone overzealous speed enforcement, which unethically provides \$10 billion annually to city, county and state governments and their campaign contributors, the insurance companies.

NHTSA also provides speed enforcement grant money (four tax dollars) to various police departments. A check of any state's own data generally shows

GREG MAUZ

speed as a factor in about 10 percent of fatal crashes.

Please read "Crash statistics often mislead," (June 30, 2007, at [gosanangelo.com](http://gosanangelo.com)). These figures — which are already exaggerated — are then further inflated by NHTSA spin doctors.

*Car and Driver* magazine and I wrote exposes on their blatant dishonesty. I caught them inflating states' actual speeding statistics by as much as 400 percent.

Alabama's 141 speeding fatal factors in 1997 became 415 in Table 118 of NHTSA's "Speeding-Related Traffic

Fatalities" in "Traffic Safety Facts 1997." Montana's 50 grew into 131. For 2007, Texas shows 822 (includes second and third factors, biases and weather-caused crashes). NHTSA further

inflates this exaggerated number all the way up to 1,343 (39 percent), or 521 fictional "speeding" crashes.

For the record in Texas, citing excessive speed as a factor in 429 fatalities constitutes an inflated 12 percent of fatalities (3,461 in 2007). This number still contains biases, plus second and third factors, and should be properly compared to all fatal factors, *not* fatalities.

In reality, true speeding (over the limit and at fault) causes only 2 percent of all crashes and less than 5 percent of injury/fatal collisions. Arizona reports

3.28 percent for 2006 (58 of 1,767). The National Motor Vehicle Crash Causation Survey (U.S. Department of Transportation 2008) concurs on page 23.

This NHTSA-involved research investigated 5,471 injury crashes on the accident sites before being cleared by the police. Their findings totally refute NHTSA fraudulent speed statistics and totally agree with my 24 years of traffic safety research.

Factors related to not paying attention accounted for a huge 44 percent of accidents (page 25). "Traveling too fast" accounted for a mere 5 percent (page 23).

Real research, like the Federal Highway Administration's Speed Limit Survey and several Maunz reports, proves that higher speed

limits reduce crashes, while underposted limits and slower drivers cause more crashes, injuries and fatalities. Please read "Higher speed limits mean safer roadways" (Maunz, June 24, 2006) and "Speed worries unfounded" (Anthony, June 2, 2006) at [gosanangelo.com](http://gosanangelo.com). These objective stories prove that 80 mph is safe on I-10 and I-20.

It's becoming ludicrously redundant correcting the same biased, conflicted misinformation over and over again. When one genuinely wishes to know the truth about a product or service, you do not rely on those greatly profiting from said service (i.e., speed enforcement). Speed does *not* kill.

Lack of control kills. Not paying attention kills. DWI kills. Failure to yield kills.

For the record, there is no such thing as a "speeding" problem, only speed limit problems. Federal/state law (Manual on Uniform Traffic Control

Devices, Section 2B.11) requires a speed limit be set at "the 85th percentile speed of free-flowing traffic, rounded up..." The 85th percentile of speed is the most democratic and safest speed with a 90 percent compliance ratio.

The serious profitability of underposted speed limits makes them the norm. Americans' freedom and safety need to be more important than government/corporate profits.

Greg Maunz of Christoval is a traffic safety expert with the Best Highway Safety Practices Institute. [bhspi.org/maunz](http://bhspi.org/maunz) 325-896-2595



# Lowering speed on Sherwood Way wrongheaded idea

» Thursday, February 26, 2015 » STANDARD-TIMES

On Tuesday, the San Angelo City Council will vote whether to lower the speed limit from 45 mph to 40 mph on Sherwood Way from Clark Street to 100 yards past Southland, or past Sam's Club.

**GREG MAUZ**

**VIEWPOINTS**

From Southwest Drive onward, Sherwood is a six-lane boulevard with a center turn lane. It's arrow-straight with excellent surface and sight distances. Design speed exceeds 55 mph.

engineering study on the road and has ignored proper engineering standards by giving permission to lower the speed limit.

The study found that the 85th percentile speed of traffic — the free-flowing speed at or below which 85 percent of people drive — was 46 mph to 49 mph.

According to decades of research and speed limit law (Manual on Uniform Traffic Control Devices), the speed limit should be the 85th percentile, rounded up to the next 5 mph increment.

Councilwoman Charlotte Farmer said her idea to lower the speed limit came from business owners who thought it would help reduce wrecks, which the San Angelo Police Department claims are on the rise, especially around Walmart Supercenter.

The Texas Department of Transportation did an

In plain English, the speed limit actually should be 50 mph. The MUTCD

“Since the 45-mph speed limit did not cause any crashes, lowering it cannot improve safety.”

indicates that 45 mph is reasonable (3 mph below the 85th) but 40 mph is unreasonable and would be illegal in many states.

TxDOT cites “high density of driveways and crash history” as excuses to lower the limit. Baloney. Driver speeds already account for driveways and other roadway characteristics. Besides, there are only about five driveways from Sunset to Southland, with none on the right past Best Buy.

TxDOT statistics show the top three causes of serious crashes are not paying attention (25 percent),

by government and insurance profiteers of speed limit enforcement.

Variation from mean speed studies consistently show that the slowest drivers cause the most crashes. Faster-than-average drivers are safest. Roughly 5-10 mph above the average reflects the safest travel speeds, hence the 85th percentile speed limit.

Fewer than 5 percent of Americans crash in any given year. More than 90 percent drive in a reasonable manner. A proper, safe speed limit is supposed to reflect the reasonable drivers' speeds, not the other way around. It's called democracy.

An 85th percentile speed limit is the universally accepted, proper,

scientific, democratic and safest limit.

Lowering the limit on Sherwood Way will cause more crashes, injuries and maybe a fatality. It also will create an unethical speed trap ticketing West Texans for driving at reasonable and safe speeds. Insurance rates will increase.

Improving safety on Sherwood Way involves educating drivers to get off their phones, pay 100 percent attention, not tailgate etc. Engineers can help by constructing designated turn lanes into shopping areas, especially any future ones. Are traffic lights in sync? How about making a median? These can be real safety measures, not feel-good problem

DWI (20 percent) and failure to yield (15 percent). Excessive speed (over the limit) is a factor — usually an inconsequential second or third factor, with biases — in only 8 percent of fatal crashes. Honest research shows less than 5 percent.

Sherwood Way crashes mirror the state, with the addition of following too closely (tailgating), which the DOT and police deceptively call “failure to control speed.” The term is dishonest and should be abolished.

Since the 45-mph speed limit did not cause any crashes, lowering it cannot

improve safety.

The Martin Parker Report (Federal Highway Administration, 1997) studied speed limit changes at 100 sites for five years. He recorded 1.6 million speed measurements. Speed limits set higher resulted in fewer wrecks. Lowered limits consistently caused more crashes.

Why? The Federal Highway Administration and the Institute of Transportation Engineers explains: “A driver's speed is influenced more by the appearance of the roadway and the prevailing traffic conditions than it is by the posted speed limit.”

“Second, some drivers will obey the lower posted speed while others feel it's unreasonable and simply

See MAUZ, 2D

**MAUZ from 1D**

ignore it. This disrupts the uniform traffic flow and increases accident potential between the faster and slower drivers.

“Third, when some traffic is traveling at different speeds, the number of breaks in traffic to permit safe crossing” — or exiting driveways on Sherwood Way — “is reduced.”

Underposted speed limits also increase tailgating and dangerous passing maneuvers and deny enough yellow time at traffic signals — all of which can cause more crashes.

But isn't driving slower safer? “Slower is safer” is false propaganda provided

creators.

May I remind the City Council that the people already have voted — with their right feet. The vast majority do not want the speed limit lowered to an unreasonable 40 mph. However, the people can make their voice heard louder by contacting the mayor and council members.

If our local politicians truly care about democracy and safety, they will vote to keep 45 on Sherwood Way.

Greg Mauz, of Christoval, is an activist with the Best Highway Safety Practices Institute and author of numerous research projects on speed limits. See [bhspl.org/mauz/](http://bhspl.org/mauz/) or call 325-896-2595.

**WE STILL CAN DRIVE 45**

The speed limit on Sherwood Way will remain 45 mph after City Council members voted 4-3 against a measure to reduce the speed limit.

**LOCAL, 7A**

**Proverbs**

**11:1**

*21992*



# Higher speed limits mean safer roadways

**Editor:**

While the nation's police agencies engaged in their "Click It or Ticket" campaign over the Memorial Day weekend, a miracle of sorts happened in Texas.

The state's transportation department posted new 80-mph speed limit signs along more than 500 miles of West Texas interstates.

Limits increased from 75 to 80 mph along the 432-mile stretch of Interstate 10 between Kerrville and El Paso. The new limit also graces the western most 89 miles of Interstate 20, which merges with I-10 en route to El Paso.

The Lone Star State now has the nation's highest speed limit.

In predictable fashion, the so-called "safety advocates" parroted their usual, many times refuted, arguments.

People will now push 90 mph and there will be a large increase in deaths. A 1997 report for the Federal Highway Administration analyzed 100 sites where speed limits were changed.

Whether limits went up or down, travel speeds remained the same, plus or minus 1.5 mph.

However, where speeds were reduced, crashes increased. When limits went up, crashes went down.

In reality, underposted speed limits cause crashes by increasing speed variance between vehicles, encouraging left lane bandits, tailgaters and lane surfers, plus denying enough yellow time at traffic signals.

Thanks to the National Motorists Association, the Legislature voted last year to increase the speed limit to 80. The posting was delayed to study the safety aspects.

Transportation department data recorded 92 fatalities on the affected stretches of I-10 and I-20 from 1999-01, when speed limits were 70 mph. After raising limits to 75 mph, the deaths dropped 13

percent from 2002-04.

The only negative part of this situation is that the nighttime speed limit remains ludicrously underposted at 65 mph.

There is no valid reason for this outdated law. The U.S. Department of Energy says that you burn more gas at 80 mph, claiming that every 5 mph over 60 costs you 20 cents per gallon.

That's roughly 25 percent to 30 percent worse fuel economy. The statement is greatly exaggerated and misleading.

In reality, nowhere do vehicles log better gas mileage than on sparsely traveled highways through the desert or Great Plains.

In May, my wife and I drove all over West Texas.

At 79 mph, our midsize V-6 sedan yielded 32 miles per gallon — twice. Driving I-10 across the Southeast at 74 mph, our car logged an average of 28 mpg, with a best of 30 mpg.

Despite driving faster in the desert, we burned 10 percent less fuel than on comparable roads in the Southeast or anywhere else.

If the energy or transportation departments wished to save us gas, they should encourage the proper posting, setting, timing and synchronization of all traffic control devices.

Traffic control malpractice wastes billions of gallons of gas annually, while costing us time, money, more pollution and accidents.

Kudos to Texas. Still, most of the state's freeways are underposted.

If properly, safely and legally set, most urban interstate speeds limits would be 70, and rural freeways would be 80 mph.

It's time for Americans' rights, freedom and safety to be more important than government/insurance profits.

Greg Mauz  
Christoval

Texas Crash Contributing Factors *(Can be several factors per crash)*. Includes biases and violating underposted speed limits.

Year	Total Deaths	DR/Mile	vmt (millions)	Speeding overlimit	Unsafe speed	Total Crashes	Speeding overlimit	Unsafe speed
2003	3822	1.75	218,209	528	310		9699	17556
2004	3700	1.61	229,345	429	328		8729	8729
2005	3558	1.52	234,231	422	352		8732	17631
2006	3521	1.49	236,486	510	348		8707	18360
2007	3462	1.43	241,746	422	388		8112	22138
2008	3479	1.48	234,593	473	350		7312	18811
2009	3122	1.35	231,976	399	298 (unsafe under limit)		6126	17687
2010	3060	1.31	234,261	295	396		3955	22491
2011	3067	1.29	237,443	260	391		3512	21353
2012	3417	1.44	237,821	261	423		3373	21049
2013	3408	1.39	244,536	258	453		3260	23608
2014	3534	1.42	248,824	289	436		3121	23955

**recession** { 2009-2011

**2009-11** When doing research (honest) you don't compare recession years to vibrant economy years -- like dishonest Tx DOT or IHS, etc.

**2008** Speeding over limit dropped from 473 factors + 8.5% down

**vs. 2014** to 289 + 5% in 2014. A cause for celebration NOT oppression of lowering speed limits which cause MORE crashes/fatalities.



## Single-vehicle crash on U.S. 67 kills man

One person was killed in a single-vehicle crash on Farm-to-Market Road 1692, about 5 miles north of San Angelo, early Wednesday.

About midnight, Matthew David Freeman, 20, of Santa Fe, Texas, was killed after running a stop sign as he approached the intersection of U.S. 67 in his Dodge Ram 2500. Freeman's Dodge traveled across U.S. 67 and struck a windmill, which caused his vehicle to overturn, according to a Texas Department of Public Safety news release.

Freeman had been drinking alcohol, the release states.

Freeman was pronounced dead by Precinct 1 Justice of the Peace Kay Longest. Next of kin have been notified, the release stated.

## Teen critically injured in crash

One person was critically injured in a two-vehicle crash at Grand Canal Road and U.S. 277 on Wednesday morning.

Jonathan Taylor, 18, had to be extracted from his Chevrolet pickup by first responders after crashing into a Chevrolet pickup driven by Boyd Brotherton, 31. The crash happened at 7:30 a.m., according to a San Angelo Police Department news release.

Taylor left a stop sign on Grand Canal Road to cross the intersection and crashed with Brotherton's pickup. Taylor's pickup came to rest on its passenger side on the northbound side of U.S. 277, the release stated.

Both drivers were wearing seat belts and were taken to Shannon Medical Center. Brotherton was treated for injuries that were not incapacitating and was released.

Taylor remained at Shannon in critical

March 3, 2016

condition after suffering broken bones, a head injury and other internal injuries. There was no further update on his condition Wednesday afternoon, the release stated.

During the investigation, police found that Taylor failed to yield the right of way to Brotherton before the crash, the release stated.

## Boys & Girls Club to hold competition

The Boys & Girls Club of San Angelo will hold the Youth of the Year and Junior Youth of the Year competition from 8 a.m. to 12:30 p.m. Saturday at the Pearl on the Concho-Jameson Inn.

For more information, call 325-245-5718 or email [emhernandez@suddenlinkmail.com](mailto:emhernandez@suddenlinkmail.com).

## Postal employees to hold fundraiser

Postal employees and

co-workers of Ron Briley are holding a garage and bake sale at 8 a.m. Saturday in the Johnson Street Church of Christ gym, 2200 Johnson Ave. An early bird special from 6-8 a.m. costs \$2 per person. Chopped barbecue plates will be sold for \$8 beginning at 10:45 a.m.

For more information, call 325-659-7708.

## NAACP to hold forum for police chief candidates

The local chapter of the NAACP will meet at 2 p.m. Saturday at the Ministerial Alliance Building, 1100 N. Martin Luther King Drive. The group will hold a political forum of the chief of police candidates in the May 7 general election. The public is invited.

For more information, call 325-949-0784.

Staff reports



*Here's just one (of many) examples of why lowering speed limits does NOT help safety. It often increases crashes. \**

*Over 2 months ago the SL was lowered from 65 to 55 on a mile long stretch of 277, including both approaches to Grand Canal Road. During 2015 there occurred a couple of serious crashes at the intersection - one resulted in the death of an at-fault (failure to yield) 72 year old man.*

*Yet, here we are again! Same problem. Not paying attention, DWI and failure to yield are the top causes of traffic deaths. "Speed" or speed limits are NOT the problem.*

*Now the police are ticketing innocent drivers who are driving the right of way and who did NOT cause the crashes! How does this help safety?*

*\* "Tx DOT is too Slow" or "Tx DOT is Failing Us"*

*Areg Maury 325-896-2595  
gosanangelo.com  
2/18/16*





# MEMO

04/17/15

**To:** Carol Rawson, P.E.  
Director of Traffic Operations Division

**Through:** Derryk Blasig, P.E.  
Transportation Engineer

**From:** Kelli R. Williams, P.E.  
Odessa District Traffic Engineer

**Subject:** IH 20 Speed Reduction Request – Midland And Ector Counties -12 below 85<sup>th</sup>  
ILLEGAL

Lower speed limits do not slow down traffic (ITE, FHWA) unfairly penalizing SAFE drivers (tickets/Insurance) while CAUSING MORE crashes, injuries and fatalities [Tx DOT's "Procedures for Establishing Speed Zones"].

Yes, their own Speed Limit manual condemns lowering speed limits about 30 different ways! (pages 1-7, 8, 3-4, 3-5, 3-18 (illegal changes) and 3-20). Brochure too.

Going > 7 below 85<sup>th</sup> is illegal (p. 3-18 2006-2014).

None of these malpracticing "engineers" read ???

Greg Mauzy Honest, peer-reviewed SL research author.

MAINTAIN A (?) SAFE SYSTEM • ADDRESS CONGESTION • OUR GOALS • CONNECT TEXAS COMMUNITIES • (?) BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer





June 10, 2015


Ms. Kelli Williams, P.E.  
Texas Department of Transportation  
Odessa District Office  
3901 East Hwy 80  
Odessa, TX 79761-0501

**Re: IH 20 Main Lanes Speed Limit**

Dear Ms. Williams:

The City of Odessa concurs with your recommendation of the proposed speed limit change for the main lanes of Interstate Highway 20. The proposed speed limit change from the existing 75 mph to 65 mph for the entire corridor between Odessa and Midland reflects the growing development in this part of West Texas and will address the concern of the increased accident activity in this area as well. If you have any questions or require further information, please feel free to call me at 335-3239.

Sincerely,

  
Hal Feldman, P.E.  
Traffic Coordinator

1-800-558-9368

Odessa TxDOT 432-498-4770

*Engineers endorsing dangerously low speed limits is like  
medical doctors endorsing smoking.*

*Jm*