



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

DAWN LUEDTKE
COUNCILMEMBER
DISTRICT 7

February 3, 2026

The Honorable Marc Korman
Chair, Environment and Transportation Committee
Room 101, House Office Building
Annapolis, MD 21401

RE: House Bill 107, *Motor Vehicles – Intelligent Speed Assistance System Pilot Program – Establishment*

Dear Chair Korman,

I submit this testimony in strong support of House Bill 107, which establishes an Intelligent Speed Assistance (ISA) System Pilot Program for drivers whose licenses have been suspended due to excessive speeding.

Through Vision Zero and related roadway safety initiatives, Maryland has committed itself to the principle that traffic deaths are preventable. That commitment requires us to move beyond strategies that rely primarily on individual compliance and include systems that reduce the likelihood and severity of crashes. HB107 reflects that evolution in roadway safety policy.

Speeding remains one of the most significant and persistent contributors to fatal and serious injury crashes in Maryland. In recent years, Maryland has experienced troubling increases in roadway fatalities, particularly those involving pedestrians and cyclists, even as vehicle safety technology has improved. Excessive speed is a common and compounding factor in these deaths. At higher speeds, crashes are not only more likely; they are far more likely to be fatal.

Traditional traffic enforcement serves an important role, but has limitations. License suspension, while appropriate in many cases, does not reliably remove dangerous drivers from the road. A study by the National Cooperative Highway Research Program shows that roughly three out of four drivers with suspended licenses continue to drive, undermining both public safety and the deterrent value of suspension penalties.

HB107 addresses this gap directly and sensibly. Intelligent Speed Assistance technology uses GPS, digital roadway data, and sign recognition to prevent vehicles from exceeding posted speed limits. Rather than reacting after dangerous behavior occurs, ISA prevents it from occurring in the first place. Preventing harm is a core Vision Zero principle which ISA facilitates so that we are not simply reactive to punishment after tragedy has occurred.

HB107 appropriately targets intervention where it will have maximum safety benefit - for drivers whose licenses have been suspended for excessive speeding. It does not expand criminal penalties, nor does it place additional ongoing demands on law enforcement. Instead, it quietly and consistently enforces safe speeds, protecting all roadway users –drivers, passengers, pedestrians, and cyclists alike.

Roadway safety organizations from both the community and the industry support this bill because it aligns with what decades of traffic safety research tell us: the most effective safety interventions are those that make dangerous behavior difficult, not merely unlawful. Our commitment to Vision Zero requires our willingness to pilot tools that directly address the behaviors most likely to result in death.

HB107 offers Maryland an opportunity to lead with prevention, data, and technology. I urge the Committee to issue a favorable report and allow this pilot program to move forward. Lives depend on our willingness to modernize our approach to roadway safety.

Thank you for the opportunity to provide testimony.

Very truly yours,

A handwritten signature in black ink, appearing to read "Dawn Luedtke", written in a cursive style.

Dawn Luedtke
Montgomery County Councilmember, District 7