Witness Testimony—Favorable
HB107
Stopping Super Speeders with Intelligent Speed Assistance Devices
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My wife's life ended near our home in Bethesda when the negligent driver of a large truck yanked his vehicle across the bike lane where Sarah was riding. In the months and years since Sarah's death in 2022, I have worked with legislators to close glaring gaps in our safety laws. Of all the safety bill circulating this year, this one has perhaps the most potential to save lives. Here is why:

First, Speeding is a factor in nearly one-third of roadway deaths nationwide. And we have too many such deaths: More than 3,000 people die on U.S. roads — more than were killed on September 11 — every single month.

Second, the drivers we are talking about are uniquely dangerous and are disproportionately responsible for deaths on our roads. Facts bear this out. According to the New York City Department of Transportation, where all 700 city-owned vehicles have this technology, vehicles that receive 20 or more speed camera violations are **five times** more likely to be involved in a fatal or severe injury crash. Vehicles with 30 or more violations are more than **50 times** more likely to be involved in such crashes.

Third, current law enforcement is not working. Studies show that over 75% of those with suspended licenses continue to drive anyway.

Fourth, Virginia and Washington, D.C., have already passed laws allowing judges to impose ISA technology to rein in the worst super speeders. Many other states are lining up to follow their lead. People in Maryland shouldn't be less protected from these deadly drivers than those just across the border in the District and Virginia.

To be clear, this bill focuses only on the small number of drivers who do extraordinary harm — the ones who drive 30 or 40 miles per hour over the limit, who rack up reckless driving convictions like trophies, and who get back on the road poised to kill again.

Traffic violence is not inevitable. It is the result of choices we make about road design, enforcement, and whether we are willing to use proven technologies to save lives. I urge a favorable committee report for HB107.