



CHESAPEAKE REGION
SAFETY COUNCIL



February 18, 2025

The Honorable Nick Allen
Maryland House of Delegates
Lowe House Office Building, Room 305
6 Bladen St., Annapolis, MD 21401

Dear Delegate Allen,

Thank you for your leadership to make Maryland's roads safer. On behalf of our organizations, we are proud to support your effort to prevent speeding through the introduction of HB 1139 (and its Senate companion SB 993) which establishes an Intelligent Speed Assistance (ISA) Program. We urge the legislature to pass HB 1139 into law this session to save lives.

The legislation establishes a pilot program to require people whose driver's licenses are suspended for speeding, reckless driving, and racing to install and use technology that limits a motor vehicle's speed based on the applicable speed limits for a period of one year. They are also allowed to get a restricted license as long as the device is used. This technology has been used for more than 30 years on commercial fleets. When used properly, ISA prevents a chronic speeding offender from exceeding the speed limit, and their unsafe driving behavior is curbed.

Nationally, 29 percent of crash fatalities were speed-related in 2022. According to the Maryland Highway Safety Office, police agencies issued just over 68,000 speeding citations in 2024. Between 2020 and 2023, 7,800 drivers received three or more speeding citations from a law enforcement officer. An average of more than 8,000 crashes are attributed to speeding resulting in more than 3,300 injuries and 99 fatalities.

Nationally, 38 percent of all fatal speeding crashes involved drunk drivers. The linkage between substance-impaired driving behaviors like drunk and drugged driving with speeding is indisputable. According to the National Highway Traffic Safety Administration (NHTSA) in 2022, alcohol impairment was found to be more common among speeding drivers in fatal traffic crashes than those drivers who were not speeding. Thirty-eight percent of speeding drivers involved in fatal crashes had BACs of .08 g/dL or greater, while 18 percent of non-speeding drivers were in this BAC range.

Traditionally, people who are repeatedly convicted of speeding, or those driving recklessly, face license suspension or even jail. But, in addition to the unintended consequences of potential job loss and family stress, the American Association of Motor Vehicle Administrators estimates that 75 percent of people continue to drive on a suspended license.

Speeding makes collisions more deadly because even modest increases in speed cause large increases in crash energy. By limiting a driver's speed to the posted speed limit, the legislature can prevent crashes and save lives or mitigate harm when a crash does occur.

AAA Foundation for Traffic Safety's 2023 National Traffic Safety Culture Index Survey shows a major disconnect between drivers' perceptions and actions with regard to speeding:

- 61 percent of respondents believed driving 10 mph over the posted speed limit on residential streets is very or extremely dangerous but, 36 percent reported doing it anyway
- 49 percent of respondents reported speeding 15 mph above the speed limit on freeways is very/extremely dangerous, but 49 percent said they do it anyway.

This technology has been a proven effective method to prevent speeding. In London, ISA reduced bus speeding from 15 percent to 19 percent. In New York City, a pilot program with 300 municipal vehicles saw 99 percent compliance with speed limits over 1 million miles, a 37 percent drop in hard braking, a 64 percent reduction in overall speeding and an 82 percent decrease on high-speed roads.

In 2024, the District of Columbia passed legislation to require devices for people whose licenses have been suspended for speeding. Today, Virginia passed similar legislation. We urge passage of HB 1139 this year to ensure that Maryland joins Virginia and the District of Columbia in leading our nation in innovative solutions to prevent speed-related traffic fatalities.

Sincerely,

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