



**Testimony from the DC chapter of Families for Safe Streets
for the Committee on the Judiciary and Public Safety
performance oversight hearing for the Office of the Attorney General
held on February 9, 2026**

To the Committee on the Judiciary and Public Safety:

My name is Sam Trumbull and I am testifying on behalf of the [DC chapter of Families for Safe Streets](#). Families for Safe Streets is comprised of people who have lost loved ones, been injured, or care for someone who was injured in traffic violence. Every crash destroys families, and tears at the fabric of our communities. Crashes are preventable. These are not "accidents" — and the problems that cause them have proven solutions. No death or life-altering injury in a traffic crash is acceptable.

I know this firsthand.

My crash — caused by a presumably drunk driver who was on the way home from a football game — broke my leg in two places, fractured and displaced my pelvis, broke my thumb, knocked out three of my teeth, and left me permanently physically disabled.

If you've ever been in a crash, you know the back-and-forth with your insurer over what's covered, what deductibles apply, and what they won't pay. Now imagine doing that from a hospital bed, awake only a few hours a day, while facing life-altering injuries and enormous medical bills.

Solutions to prevent crashes in DC are not rocket science, but somehow, some District agencies are struggling to deliver. DC Families for Safe Streets worked hard to support, pass, and fully fund the [Strengthening Traffic Enforcement, Education, and Responsibility \(STEER\) Amendment Act of 2024](#). We thank the Council for its instrumental support to save lives with the STEER Act.

And we're here today to give our sincerest thanks to the Office of Attorney General for taking on new responsibilities in holding the most reckless drivers accountable. In 2025, the Office of Attorney General pursued 25 drivers. We reviewed [last year's press releases](#) and tallied up that these "super speeder" drivers collectively had 4,535 unpaid citations—3,694 or 84% of which—are for speeding. These eye popping numbers validate the experience that District residents, visitors, caregivers, children, and grandparents have felt in recent years. Our streets

truthfully felt terrifying because someone thought they could drive recklessly without fear of consequences. We thank the Office of the Attorney General for rising to this occasion and taking on the duties from the STEER Act with the seriousness and intention this safety crisis deserves.

We also look forward to OAG's continued support in ensuring that the District, via the Department of Motor Vehicles, supports a timely implementation of the STEER Act's intelligent speed assistance (ISA) program. ISA technology can prevent vehicles from exceeding speed limits, intervening before crashes happen and protecting drivers, pedestrians, and cyclists alike. The District's law to implement this program is a vital step towards allowing drivers to stay licensed and maintain daily routines while ensuring compliance with speed limits. It protects everyone on the road without burdening responsible drivers, making it a balanced, commonsense safeguard.

In my own crash, where the driver was exceeding the speed limit by 20 miles per hour, ISA would have reduced the likelihood of my death from 50% to 10%. As one of the few members of DC Families for Safe Streets who actually had criminal charges leveled against the person who hit me, you can imagine my dismay that the highest penalty the judge could impose was a mere \$1100 fine (that went to the city, not to me), and a year of supervised probation. We all hope for justice through the justice system, but for those of us who have lost someone or lost a part of ourselves, the only justice is to ensure that this does not happen again. We urge the Department of Motor Vehicles to continue timely implementation of this technology, and trust that the OAG's office will support in that effort.

Thank you.