
ROBERT G. CASSILLY
Harford County Executive



ROBERT S. McCORD
Director of Administration

February 10, 2026

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, Maryland 21401

RE: Letter in Opposition to SB 487 – “Speed Monitoring Systems in Safety Corridors - (Vulnerable Road User Protection Act of 2026)”

Dear Chairman and Committee Members,

I am writing on behalf of Harford County to respectfully oppose Senate Bill 487.

Harford County is committed to roadway safety and supports data-driven strategies to reduce crashes, protect vulnerable road users, and improve driver behavior. However, SB 487 expands the use of automated speed monitoring systems in a manner that raises serious concerns regarding local control, public trust, and the appropriate role of automated enforcement.

Under current law, the placement and operation of speed monitoring systems involve deliberate decisions by local governments, informed by local roadway conditions, traffic patterns, community input, and law enforcement priorities. SB 487 shifts this balance by authorizing expanded use of automated enforcement within broadly defined “safety corridors,” potentially allowing speed cameras to be deployed without sufficient local discretion or approval.

Automated enforcement should be a targeted safety tool, not a default enforcement mechanism. Expanding camera authority risks undermining public confidence in traffic safety initiatives, particularly when residents perceive enforcement as revenue-driven rather than safety-driven. Local governments are best positioned to evaluate where enforcement tools are appropriate and how they should be implemented to maintain public trust and compliance.

Additionally, SB 487 may create operational and administrative burdens for counties, including signage requirements, public outreach obligations, citation processing, and coordination with State agencies, without providing corresponding resources or flexibility. These impacts fall directly on local governments that must manage community expectations and enforcement consequences.

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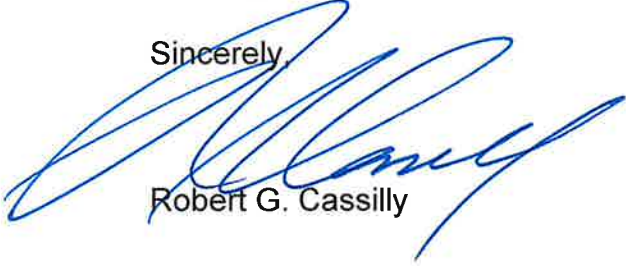
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Harford County believes roadway safety is best advanced through engineering improvements, targeted enforcement by sworn officers, public education, and locally driven safety programs. Any expansion of automated enforcement authority should remain firmly within the control of local jurisdictions and be deployed only where clearly justified by local safety data and community support.

For these reasons, Harford County respectfully urges the Committee to oppose Senate Bill 487. We encourage continued collaboration with local governments to advance roadway safety solutions that are effective, transparent, and locally accountable.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Cassilly", is written over the printed name. The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Robert G. Cassilly