

Testimony of Lee R. Keiser before the Montgomery County Council, FY27-32 CIP, Feb. 9, 2026

Proposed delays in CIP transportation projects for FY27-32
Accelerates many residents turning blue,
While holding our breath to add sidewalks and bikeways:
Those pushed out “beyond six years” means construction may never see the light of day.
In this group is #501733, to close connectivity gaps along **MD-191**, that bisects the
community of South Bradley Hills.
This two-lane state road, aka Bradley Blvd., is our Main Street, if you will.



Last December, on a bitterly-cold morn with a 2-hour MCPS delay,
A neighbor’s child at her bus stop, along a wall at an intersecting street, was barely able to jump away;
When a northbound, speeding young driver lost control of her car, crossed the solid yellow line,
And rammed into that wall. The student escaped serious injury only due to intervention Divine.
Accordingly, this no-hospitalization-required crash eluded the news;
It was another freak accident, that nevertheless left a child frightened and confused.

Why has our $\frac{3}{4}$ mile Bradley Blvd. sidewalk gap, from MD-188 to MD-614, persisted?
It was first advised in the 1990 B-CC Master Plan, and Bicycle Master Plans too; yet funding construction is resisted.
Where do we go with a State Road/Main Street capital project forever stuck in Final Design Stage?
What options might exist for possibly-scaled-down components and a faster construction phase?
Why, despite a dozen intersecting streets, would new Bradley Blvd. crosswalks total only two?
This is insufficient, given Bradley Blvd.’s busy traffic, and population density in homes old and new.

We’ve waited long enough for Bradley’s planned crosswalks, albeit unsignalized.
When State Highway was asked years ago to paint them then, SHA said, “No crosswalks without sidewalks,” they rationalized.
Apparently, SHA ignored that policy when adding a crosswalk $\frac{1}{4}$ mile north of our project’s scope.
That site’s flashing beacon light serves as a sad reminder of our community’s intermittent hope:
To gain along a denser Bradley corridor more crosswalks and a sidewalk, per **501733**.
Many Master-Planned sidewalk/bikeway projects languish in the CIP!

Do I now hold my breath for the Council’s Infrastructure Funding Workgroup advice?
Staff say CIP funding should diversify, and Transportation Impact taxes are down. I get the budget strife!
However, 35 years after Master Plan recommendations, it’s faith in this process that’s wearing thin, as advancing **501733** to Construction remains elusive.
To achieve Vision Zero and help lessen the risk of neighbors’ future near-misses, a FY27 timetable for Bradley Blvd. sidewalks must be conclusive.

