

Testimony of Seth A. Morgan, MD, FAAN  
FY27 Capital Budget and FY27-32 Capital Improvements Program (CIP)  
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My name is Dr. Seth Morgan and, although I have previously served on the Commission on People with Disabilities for thirteen years, I am now speaking on my own behalf as a disabled resident of the County.

I am strongly opposed to the continued funding of MCDOT projects to build costly, designated bicycle lanes in the County while multiple cities across the country are investing even more money to get rid of similar failed projects in their cities. The County does not have a budget robust enough to afford continuing to take this risk.

More importantly, the ableist bias of the Department of Transportation in favoring bike lane construction over pedestrian safety projects is alarming. Many disabled residents of the County, both as private individuals as well as on behalf of organizations such as the Maryland Chapter of the American Council for the Blind and the County's Commission on People with Disabilities have been asking MCDOT to address pedestrian safety, which has worsened due to the emphasis on constructing bikeways, for years. Many, especially low vision and blind residents, are no longer as engaged with their communities because of the changes such as floating bus stops and the attendant dangers of crossing bike lanes to be able to access bus services. There is no standard design of these construction projects across the DMV to allow for easy use by the blind. Regional variability in design endangers us all.

Perhaps most distressingly, MCDOT has never, seriously reconsidered their decision to install bike lanes despite pedestrian safety concerns and feedback from disability advocates. MCDOT makes presentations of what they intend to do but do not seriously reconsider their devotion to cyclist lane construction. MCDOT touts that they have “presented their plans” to disability groups “asking for comments” as if this, in and of itself, constitutes agreement with their plans by the disabled.

It does not.

Getting feedback is useless if no substantive action is taken based on that feedback. This window dressing is not a buy-in with their plans by the disabled as they hope it will sound when requesting funding.

Lastly, the title of the MCDOT document “Pedestrian Facilities/Bikeways” does not allow for a clear understanding of how much money is being spent on pedestrian safety versus

bikeway construction projects. As these are not one and the same, future summaries should not comingle these categories.

Thank you.