

Economic Impact Statement

Montgomery County, Maryland

Bill 28-25: Motor Vehicles and Traffic – Parking in Bikeways – Prohibited

Summary

The Office of Legislative Oversight (OLO) anticipates that Bill 28-25 would have an insignificant impact on economic conditions in the County, as measured by the Council's priority economic indicators. By prohibiting individuals from stopping, standing, or parking a vehicle in a bikeway, the policy change is unlikely to have a meaningful economic impact on businesses or residents. While local businesses often worry that improved bike and pedestrian facilities will deter motorists and harm sales, research on bicycle and pedestrian infrastructure has largely shown no significant impact on net consumer spending at nearby businesses.¹ Additionally, the fiscal impact assessment notes that enforcement of this policy would not be expanded unless additional revenues are allocated for this purpose.

Background and Purpose of Bill 28-25

Under County law, community members are prohibited from stopping, standing, or parking a vehicle in any way that impedes traffic and in certain places. This includes sidewalks, crosswalks, and within intersections, among others.² Currently, community members can be fined \$60 for violations of this law.³

If enacted, Bill 28-25 would prohibit individuals from stopping, standing, or parking a vehicle in a bikeway. The Bill defines a bikeway as “any area expressly intended for bike travel, including:⁴

- Associated curbs and gutters; and
- Any bike lane, off-street trail, separate bike lane, shared use roadway, or sidepath.”

¹ In a 2021 review of the research literature on the economic impacts to local businesses of new or enhanced bicycle and pedestrian infrastructure, Volker and Handy synthesized 23 peer-reviewed and non-peer-reviewed studies focused on the U.S. and Canada that compared consumer spending between pedestrians, bicyclists, and automobile users, or quantified economic effects on businesses following infrastructure development. They concluded that new bicycle and pedestrian investments generally have neutral or positive effects on retail and food service businesses. However, auto-centric establishments may experience mild negative impacts. Jamey M. B. Volker and Susan Handy, “[Economic Impacts on Local Businesses of Investments in Bicycle and Pedestrian Infrastructure: A Review of the Evidence](#),” *Transport Reviews* 41, no. 4 (2021): 401–31. Subsequent studies—including Osterhage et al. (2024) on Seattle road safety projects and Merten and Kuhnimhof (2023) on retail rents in German city centers—corroborate these non-significant outcomes for local businesses. Daniel R. Osterhage et al., “[Economic Impact on Local Businesses of Road Safety Improvements in Seattle: Implications for Vision Zero Projects](#),” *Injury Prevention: Journal of the International Society for Child and Adolescent Injury Prevention* 30, no. 6 (2024): 468–73; Laura Merten and Tobias Kuhnimhof, “[Impacts of Parking and Accessibility on Retail-Oriented City Centres](#),” *Journal of Transport Geography* 113 (December 2023): 103733.

² [Introduction Staff Report for Bill 28-25, Montgomery County Council, Introduced July 29, 2025.](#)

³ [Introduction Staff Report for FY 26 Resolution on Transportation Fees, Charges, and Fares, Montgomery County Council, Introduced March 25, 2025.](#)

⁴ Introduction Staff Report for Bill 28-25.

According to the Bill's sponsor, Bill 28-25 is intended to "enhance safety for cyclists and keep designated bikeways clear and accessible for users."⁵

The Council introduced Bill 28-25 on July 29, 2025.

Information Sources, Methodologies, and Assumptions

As required by 2-81B of the Montgomery County Code, this Economic Impact Statement evaluates the impacts of Bill 28-25 on residents and private organizations, using the Council's priority economic indicators as the measure. In doing so, it examines whether the Bill would have a net positive or negative impact on overall economic conditions in the County.⁶

OLO concluded it is unlikely that prohibiting individuals from stopping, standing, or parking a vehicle in a bikeway would meaningfully impact businesses or residents for two reasons. First, research on bicycle and pedestrian infrastructure has largely shown no significant impact on net consumer spending at nearby businesses. Second, the fiscal impact assessment notes that enforcement of this policy would not be expanded unless additional revenues are allocated for this purpose.

Variables

Not applicable

Impacts

WORKFORCE ▪ TAXATION POLICY ▪ PROPERTY VALUES ▪ INCOMES ▪ OPERATING COSTS ▪ PRIVATE SECTOR CAPITAL INVESTMENT ▪ ECONOMIC DEVELOPMENT ▪ COMPETITIVENESS

Residents

Not applicable

Businesses, Non-Profits, Other Private Organizations

Not applicable

Net Impact

Not applicable

Discussion Items

Not applicable

⁵ ["Councilmember Evan Glass Introduces Bicycle Safety Legislation," Press Releases, Montgomery County Council, July 29, 2025.](#)

⁶ Montgomery County Code, ["Sec. 2-81B, Economic Impact Statements."](#)

Caveats

Two caveats to the economic impact analysis conducted here should be noted. First, predicting the economic impacts of legislation is a challenging analytical endeavor due to data limitations, the multitude of causes of economic outcomes, economic shocks, uncertainty, and other factors. Second, the analysis performed here is intended to *inform* the legislative process, not determine whether the Council should enact legislation. Thus, any conclusion made in this statement does not represent OLO's endorsement of, or objection to, the Bill under consideration.

Contributions

Stephen Roblin, PhD (OLO) prepared this report.