



October 9, 2025

FISCAL AND POLICY NOTE

TO: Colette R. Gresham, Esq.
Acting Council Administrator

Karen T. Zavakos, Esq.
Acting Deputy Council Administrator

FROM: Lavinia Baxter 
Senior Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-071-2025 (Draft 2) Vehicles and Traffic – Bike Lanes and Bikeways

CB-071-2025 (*Proposed by:* Eric Olson)

Assigned to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee

AN ACT CONCERNING VEHICLES AND TRAFFIC – BIKE LANES AND BIKEWAYS– For the purpose of providing for the authority regarding motorized vehicles on sidewalks or trails; providing for certain fines; providing for prohibiting motorized vehicles on bike lanes and bikeways with certain exceptions and generally regarding the prohibition with exceptions of motor vehicles on sidewalks, trails, bike lanes, and bikeways.

Fiscal Summary

Direct Impact

Expenditures: No additional expenditures will be required.

Revenues: *Neutral* to modest additional revenue due to the enforcement and collection of fines.

Indirect Impact

Favorable indirect impact.

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Legislative Summary:

CB-071-2025¹, proposed and sponsored by Council member Eric Olson, was presented on September 10, 2025, and referred to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee. This bill accomplishes four objectives:

1. Revises the purpose and paragraph for Section 26-152 and Section 26-101.26-127.04
 2. Defines bike lane and bikeways.
 3. Adds prohibitions on stopping standing and parking in those areas.
 4. Amends section 26-152 of the code to increase fines from \$10.00 to \$50.00.
 5. Provide exceptions for stopping, standing and parking in those areas.
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Background/Current Law:

In Division 12, Section 26-150 declares that the County Executive has the authority to designate or establish sidewalks and trails for the exclusive use of bicycles, play vehicles or pedestrians. Section 26-152 – Motorized Vehicles Prohibited² prohibits *motorized* vehicles from stopping, parking, standing, or driving any motorized vehicle on any sidewalk or trail.

Provisions of CB-071-2025

Essential to enforcement of this bill, is defining the key terms of bike lanes and bikeways. Bike lanes are *any portion of a roadway or shoulder designated for single directional bicycle flow and that has been designated for preferential or exclusive use by bicyclists*. A bikeway is defined as *a trail, path or part of a roadway, surfaced or smooth shoulder or any other travel way that in some manner is designated for bicycle travel*.

Section 26-152 adds “Sidewalks and Trails” to the title of “Motorized Vehicles Prohibited” - putting these areas on par with bike lanes and bikeways, which prohibit no stopping, parking, standing or driving. Additionally, CB 71 increases fines for operating *motorized* vehicles on bike lanes and bikeways or sidewalks or trails. Violators would be subject to a fine of \$50.00, up from \$10.00 for each offense. Exceptions for these prohibitions include electric bicycles or scooters, emergency vehicles responding to an emergency, transit vehicles, vehicles picking up or discharging individuals, or a vehicle that is unintentionally disabled.

¹ [Prince George's County Council - Reference No. CB-071-2025](#)

² [DIVISION 12. - BICYCLES AND PLAY VEHICLES. | Code of Ordinances | Prince George's County, MD | Municode Library](#)

Resource Personnel:

- Kathy Canning, Legislative Attorney
- Victor Weissberg, Special Assistant to the Director, DPW&T

Discussion/Policy Analysis:

The aim of this legislation is public safety for bicyclists. With so many new motorized vehicles in the roadways and on sidewalks, bicycle and pedestrian advocates are pushing for more safety laws. Currently, M-NCPPC allows E-low-powered scooters and E-bicycles on specific trails. The Department of Parks and Recreation for Prince George's County has a map showing where these vehicles are permitted on trails in the County.³ While CB-071-2025⁴ proposes adding language that would allow public safety to enforce fines for standing, stopping, parking or driving any motorized vehicle on a sidewalk; these laws are largely in effect around the region. Bans are already in place in the City of Rockville, Howard County, and Washington, D.C. In the District, fines for parking, standing, or blocking lanes are \$150. The new regulation, which took effect on February 29, 2024, prompted the Department of Public Works (DPW) to hire 26 new Parking Enforcement Officers. They can now photograph vehicles that are blocking bike lanes. DC DPW Director Chris Geldart, said, "giving tickets will incentivize drivers to keep out of bike lanes."⁵ In Virginia, similar language is used in State Law, prohibiting parking, stopping, or standing on any bridge or any tunnel, and on any sidewalk, bicycle lane, or shared-use path unless otherwise indicated by the department.⁶

Recently, in Montgomery County, Councilman Glass introduced a similar bill, 28-25, that would increase fines up to \$250 for driving in or blocking a bike lane. This bill, heard in the Transportation and Environment (T&E) work session on October 7, 2025, will expand the network of bike lanes to include sidewalks and trails.⁷ As of June 2025, there have been nearly 60 crashes involving cyclists in the County.⁸

Prince George's County Department of Public Works and Transportation has jurisdiction over all aspects of transportation, including bicycles, buses, and roadways. They express that while this legislation promotes an opportunity to promote traffic safety under the Vision Zero program, they cite a couple of factors to consider before adopting this measure. The Washington Metro Area Transit Agency (WMATA) is studying dedicated bus lanes in various County locations, including along Silver Hill Road. With an opportunity for more routes to be studied and possible road improvements to be covered by WMATA, DPW&T would like to allow more time to discuss how the bicycle safety policies included in this bill can align with the recently adopted Urban Street Design Policy Standards, in a comprehensive policy.

³ [Trail-Map-for-E-Bikes-and-E-Scooters.pdf](#)

⁴ [Prince George's County Council - Reference No. CB-071-2025](#)

⁵ [DC to Fine Drivers \\$150 for Blocking Bike Lanes – NBC4 Washington](#)

⁶ [24VAC30-640-20. Regulation of parking generally.](#)

⁷ [Montgomery Council Bill 28-25 Fiscal Impact](#)

⁸ [New Bill Bans Blocking of Bike Lanes - Montgomery Community Media](#)

Fiscal Impact:

- *Direct Impact*

Enactment of CB-71-2025 will likely not have any direct fiscal impact on County expenditures, unless additional parking enforcement or police officers are hired to enforce this law. This bill creates no additional costs and will likely generate modest additional revenues due to the collection of fines for stopping, standing or parking in a bike lane or bikeway.

- *Indirect Impact*

Enactment of CB-071-2025 may have a favorable indirect impact in that enforcement in bike and transit lanes will hopefully save lives and discourage stopping, standing, parking in specialized bike lanes, which will save lives.

Effective Date:

CB-071-2025 shall be effective (45) calendar days after it becomes law.

If you require additional information or have questions about this fiscal impact statement, please email me.