

ANC3C Resolution on Capital Bikeshare Station Locations at Cleveland Park Metro Station and Klinge Valley Trailhead

Whereas, the [Sustainable DC Plan](#) seeks to reduce reliance on automobiles and to expand provision of safe, secure infrastructure for cyclists and pedestrians, with the goal of growing the Capital Bikeshare program so that 75% of District residents have access to a station within a quarter mile of their home, and

Whereas, many ANC3C residents are nearly one mile away from the nearest Capital Bikeshare station, and

Whereas, despite its proximity to two metro stations, retail corridors, and a popular bike lane, ANC3C has only one Capital Bikeshare station that is near a metro (at Woodley Park metro), and no Capital Bikeshare station that is adjacent one of the most popular and used bike lanes in the District, namely, the Klinge Valley Trail, and

Whereas, ridership from existing Capital Bikeshare stations such as at Connecticut and Macomb, 3000 Connecticut and Woodley Park Metro has been strong, with bikes often unavailable due to high usage, the ANC3C needs more Capital Bikeshare stations to satisfy existing and anticipated further growth in demand and the aforementioned Sustainable DC Plan, and

Whereas, the District has made progress on this front, as recent U.S. census data indicates that the percentage of District of Columbia residents who bike to work tripled from 2006 to 2016, placing the District in second place on the list of top biking cities in the U.S., behind only Portland Oregon, and

Whereas, Capital Bikeshare has become an integral part of the transportation system of Washington DC, recording a record 428,000 rides in the month of May 2023, with more than 5,000 bicycles including 850 e-bikes in circulation at more than 700 stations across six jurisdictions in the metro area, and

Whereas, Capital Bikeshare promotes transportation equity by offering an unlimited pass for just \$9 per month (and only \$5 per year for qualifying low-income residents); and

Whereas, the cost for a comparable monthly bikeshare pass in cities of a similar size and population such as Boston and San Francisco are much higher, at \$29 per month, and

Whereas, in 2021 the District announced a \$19 million Bikeshare expansion plan to add 80 stations and 2,500 electric bikes, and

Whereas, the Cleveland Park metro does not have a bikeshare station within a block and Capital Bikeshare stations near metrorail stations are typically some of the most used bikeshare locations, and

Whereas, the Klinge Valley Trail, since its opening in June 2017 has become one of the most used bike paths in the District and provides a critical transportation corridor between Cleveland Park and Woodley Park to the west, and Mount Pleasant to the east.

Therefore, be it resolved that ANC3C supports the proposal to add a Capital Bikeshare station on the east side of Connecticut Avenue adjacent to the Cleveland Park metro,

Further resolved, that ANC3C supports the proposal to add an additional Capital Bikeshare station at the Klinge Valley trailhead near the intersection of Cortland Place and Klinge Road.

Further resolved that Commissioner Sauleh Siddiqui ANC3C05 is hereby authorized to serve as the Commission's representative in all matters relating to this Resolution.