



**ADVISORY NEIGHBORHOOD COMMISSION 3C**  
GOVERNMENT OF THE DISTRICT OF COLUMBIA  
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •  
WOODLAND-NORMANSTONE • WOODLEY PARK

*Single Member District Commissioners*  
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**ANC3C Resolution 2023-CONSENT**  
**Resolution Requesting the District Department of Transportation and Washington Metropolitan Area Transit Authority Restore Secure and Smart Bicycle Lockers to the Cleveland Park Metro Station**

WHEREAS it is the policy of the District of Columbia to encourage the use of bicycles, scooters, and public transit as alternatives to single-occupancy vehicles<sup>1</sup>;

WHEREAS the District has set a goal of transitioning commuters away from cars, such that car trips will constitute only 25% of commutes in 2032<sup>2</sup>;

WHEREAS it is the policy of the Washington Metropolitan Area Transit Authority (WMATA) to encourage the use of public transit and the use of bicycles and scooters as last-mile connectivity to public transit<sup>3</sup>;

WHEREAS WMATA has set a near-term goal of expanding last-mile connectivity, including by offering secure parking to bicyclists and scooter riders<sup>4</sup>;

WHEREAS bicycles, scooters, and public transit are significantly more sustainable for the environment than passenger vehicles, which generate approximately 17% of greenhouse gas emissions in the United States<sup>5</sup>;

WHEREAS these modes of transportation reduce roadway congestion in the District and the Washington Metropolitan Area, by substituting for travel by car;

WHEREAS these modes of transportation can promote public health, by providing exercise to residents of the District and the Washington Metropolitan Area;

WHEREAS these modes of transportation advance equity, by enabling convenient and low-cost travel throughout the District and the Washington Metropolitan Area;

WHEREAS moveDC 2014 identified Connecticut Avenue as an opportunity to achieve a vision of a world-class transportation system with exceptional travel choices for the District;

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<sup>1</sup> <https://sustainable.dc.gov/sdc2>

<sup>2</sup> <https://sustainable.dc.gov/sdc2>

<sup>3</sup> <https://wmata.com/initiatives/strategic-plan/index.cfm>

<sup>4</sup> <https://wmata.com/initiatives/strategic-plan/index.cfm>

<sup>5</sup> Data from 2018 from the EPA: <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

WHEREAS a 2016 Cleveland Park Bicycle Analysis provided recommendations for bicycle improvement along the Connecticut Avenue Corridor;

WHEREAS ANC 3C Resolutions 2018-020, 2021-005, and 2021-017 have promoted bicycling infrastructure in the neighborhood;

WHEREAS WMATA has operated secure bike lockers since the 1970s<sup>6</sup>;

WHEREAS no later than 1981, WMATA had installed secure bike lockers at the Cleveland Park Metro station<sup>7</sup>;

WHEREAS these bike lockers were a valuable neighborhood amenity, providing safe and convenient storage for bicyclists commuting to or from the Cleveland Park business district on Connecticut Avenue;

WHEREAS according to a WMATA inventory in 2007, the 12 bike lockers at the Metro station had 100% utilization<sup>8</sup>;

WHEREAS subsequent WMATA surveys show less consistent use of the bike lockers, and in particular a steep dropoff when WMATA nearly tripled the price of annual locker rentals in 2010<sup>9</sup>;

WHEREAS the District Department of Transportation (DDOT) controls the land adjacent to the Cleveland Park Metro station entrance, where the bike lockers were installed;

WHEREAS by 2018 DDOT was planning the Cleveland Park Streetscape and Drainage Improvement Project that would involve major changes to the Connecticut Avenue streetscape;

WHEREAS anticipating imminent construction, DDOT requested that WMATA remove the bike lockers, which were installed on the east side of Connecticut Avenue;

WHEREAS WMATA removed the bike lockers in late 2018 or early 2019 at DDOT's request;

WHEREAS neither DDOT nor WMATA consulted with the ANC or the broader community about the removal of the bike lockers;

WHEREAS DDOT did not, in fact, immediately begin construction after the removal of the bike lockers;

WHEREAS the Cleveland Park Streetscape and Drainage Improvement Project finally began in spring 2022 and is scheduled for completion in fall 2023;

WHEREAS the most recent published DDOT plans for the Cleveland Park Streetscape and Drainage Improvement Project, from March 2022, omit secure bicycle lockers<sup>10</sup>;

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<sup>6</sup>

<https://planitmetro.com/wp-content/uploads/2010/12/Metrorail-Bicycle-Pedestrian-Access-Improvements-Study-Final.pdf>

<sup>7</sup> The bike lockers are not present in a 1979 WMATA brochure for Metrorail and are present in a 1981 brochure.

1979: <https://www.ebay.com/itm/144981785497>

1981: <https://www.ebay.com/itm/144981781541>

<sup>8</sup>

<https://planitmetro.com/wp-content/uploads/2010/12/Metrorail-Bicycle-Pedestrian-Access-Improvements-Study-Final.pdf>

<sup>9</sup> <https://ggwash.org/view/10293/after-price-increase-bike-locker-usage-plummets>

<sup>10</sup> [https://www.clevelandparkstreetscape.com/files/ugd/89dbce\\_6bece3bc47d248a6a1fdf1c520893c17.pdf](https://www.clevelandparkstreetscape.com/files/ugd/89dbce_6bece3bc47d248a6a1fdf1c520893c17.pdf)

WHEREAS once again neither DDOT nor WMATA consulted with the ANC or the broader community about the possibility that the secure bike lockers would be permanently removed rather than restored at the conclusion of the Cleveland Park Streetscape and Drainage Improvement Project;

WHEREAS restoring secure lockers for bicycles and scooters to the Cleveland Park Metro station would benefit neighborhood residents who commute by Metrorail and Metrobus, and especially those who live beyond routine walking distance from the station;

WHEREAS restoring secure lockers would also benefit neighborhood businesses whose customers and employees may arrive by bicycle or scooter;

WHEREAS the availability of secure lockers would incentivize further transition to bicycles, scooters, and public transit as modes of transportation<sup>11</sup>;

WHEREAS bike lockers serve a different purpose than bike racks, because they provide greater security and protection from the elements;

WHEREAS commuters who bicycle may require additional security because they leave bikes unattended for entire workdays;

WHEREAS e-bikes and electric scooters can be particular targets for theft, because the addition of a motor and battery can make them more expensive than conventional bikes;

WHEREAS e-bikes and electric scooters may also be more susceptible to weather, because of their electronics;

WHEREAS Cleveland Park is a neighborhood with hills, such that e-bikes and electric scooters have been attractive options for residents;

WHEREAS the bike lockers that were previously installed at the Cleveland Park station required mechanical keys and prearranged long-term rentals to individual residents, such that they could not serve many use cases and were inefficiently used even when rented;

WHEREAS renting the prior bike lockers was a cumbersome and slow process, involving outreach to WMATA staff, signing a rental agreement, receiving a locker key, and periodic contract renewal;

WHEREAS transit systems in other metropolitan areas<sup>12</sup> are innovating with far more convenient and efficient bicycle and scooter storage, such as smart lockers that are available on demand for hourly rent,

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<sup>11</sup> Lack of secure storage is one of the top two barriers to biking:

<https://www.bike.nyc/blog/news/be-a-part-of-the-first-new-york-state-bike-census/>

Most bicyclists would pay for secure storage at transit connections:

<https://nyc.streetsblog.org/2022/05/05/state-bike-survey-shows-demand-for-secure-parking-at-transit-stations/>

<sup>12</sup> San Francisco:

<https://www.sfmta.com/press-releases/sfmta-launches-new-smart-bike-lockers-and-installs-largest-street-bicycle-parking>,

Jersey City: <https://smarcitiesconnect.org/jersey-city-will-install-30-bike-lockers-create-network-of-secure-bike-parking/>

NYC: <https://www.panynj.gov/port-authority/en/press-room/press-release-archives/2022-press-releases/1/port-authority-opens-free-secure-bike-parking-at-midtown-bus-ter.html>

Portland: <https://trimet.org/bikes/electroniclockers.htm>

Salt Lake City: <https://www.rideuta.com/Rider-Info/How-To-Ride/Bikes-On-UTA>

San Diego: <https://www.icommutesd.com/bike/bike-parking>

Seattle: <https://kingcounty.gov/depts/transportation/metro/travel-options/bike/parking.aspx>

enable real-time availability tracking, integrate with transit cards, and provide charging for e-bikes and electric scooters;

WHEREAS smart bike lockers would be particularly advantageous for businesses in Cleveland Park, enabling their customers to obtain short-term bicycle and scooter storage on demand;

WHEREAS WMATA destroyed the bike lockers that were previously installed at the Cleveland Park Metro station, such that reinstalling the old lockers is not possible;

WHEREAS WMATA is considering procurement of new, smart bike lockers for Metro stations.

THEREFORE BE IT RESOLVED ANC 3C requests the District Department of Transportation and the Washington Metropolitan Area Transit Authority to restore secure storage for bicycles and scooters to the Cleveland Park Metro station;

BE IT FURTHER RESOLVED ANC 3C requests the District Department of Transportation and the Washington Metropolitan Area Transit Authority provide smart storage that enables on-demand use, availability tracking, transit card integration, and charging;

BE IT FURTHER RESOLVED ANC 3C requests the District Department of Transportation and the Washington Metropolitan Area Transit Authority work with ANC 3C and the community to identify an optimal location for the smart storage that both provides proximity to the Metro station and maximizes community use of the improved Connecticut Avenue streetscape;

BE IT FURTHER RESOLVED ANC 3C requests the District Department of Transportation and the Washington Metropolitan Area Transit Authority work with ANC 3C and the community to identify smart storage design, features, and method of use that will maximize benefits for neighborhood residents and businesses and that may benefit other neighborhoods;

BE IT FURTHER RESOLVED ANC 3C authorizes the Chair and the Commissioner for 3C05 to represent the Commission on this matter.

**Attested by**



Janell Pagats  
Chair, on April 19, 2023

*This resolution was approved by voice vote on April 19, 2023, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 8 commissioners) was present.*