

= Capital Bikeshare =

Capital Bikeshare (also abbreviated CaBi) is a bicycle sharing system that serves Washington , D.C. ; Arlington County , Virginia ; the city of Alexandria , Virginia ; and Montgomery County , Maryland . It has more than 300 stations and 2 @, @ 500 bicycles , all owned by these local governments and operated in a public @-@ private partnership with Alta Bicycle Share . Opened in September 2010 , the system was the largest bike sharing service in the United States until New York City 's Citi Bike began operations in May 2013 .

= = History = =

The SmartBike DC bike sharing service , a predecessor to Capital Bikeshare , debuted in 2008 with 10 stations and 120 bicycles . It was the first of it 's kind in the United States . D.C. Department of Transportation Director Gabe Klein came into office four months later and he eager to expand it , but found the private partner had a " lackluster commitment . " Because the agreement specifically prohibited DDOT from paying for anything related to SmartBike , an expansion required DDOT to renegotiate the contract . But in his first meeting with Clear Channel he found that Clear Channel believed they had gotten a bad deal on the original contract that created SmartBike ; that following their purchase by Bain Capital they were no longer interested in ? municipal street furniture ? and that they had neither desire nor obligation to expand the program . In addition , it was difficult and expensive to install new stations , because they required the local utility company to bring electricity to each station . As a result , Klein chose to fold the program and instead partner with Arlington County , VA to build the regional bikesharing program Capital Bikeshare .

Capital Bikeshare was to be owned by the local governments but operated in a public @-@ private partnership with a private operator . Prior to launch Alta Bike Share was awarded the operations contract . The new service launched in September 2010 with 400 bicycles at 49 stations . Shortly thereafter , SmartBike DC ceased operations in January 2011 .

Planning and implementation costs for Capital Bikeshare totaled \$ 5 million , with additional first @-@ year operating costs of US \$ 2 @. @ 3 million for 100 stations . The District 's share of planning , implementation and first @-@ year operating costs was partially financed by a \$ 6 million grant by the United States Department of Transportation . Arlington County 's operating cost share of the plan was \$ 835 @, @ 000 for the first year , funded by public contributions including a grant from the Virginia Department of Rail and Public Transportation as well as subsidies from Arlington County Transportation , Crystal City Business Improvement District , and the Potomac Yard Transportation Management Association . In April 2011 , Capital Bikeshare administrators said they expect earned revenue to cover 50 % of the system 's annual operating costs . The District of Columbia also planned to sell advertising on Capital Bikeshare stations with the goal of raising US \$ 500 @, @ 000 .

By February 2011 , Capital Bikeshare had expanded to 100 stations in the District of Columbia and 14 stations in the Pentagon City , Potomac Yard , and Crystal City neighborhoods in Arlington . In September 2011 , Capital Bikeshare announced it had reached 18 @, @ 000 members and one million rides in its first year of operation , doubling initial expectations . During the summer of 2013 , riders averaged almost 300 @, @ 000 rides per month . That means that during the peak season , each bike is being used about four times per day . Throughout 2013 , users traveled almost 2 @. @ 5 million miles and burned 100 million calories. The average weekly savings was \$ 15 @. @ 39 , resulting in about \$ 370 @, @ 000 in annual transportation cost savings for the approximately 24 @, @ 000 members .

Capital Bikeshare has grown steadily , which has driven demand for more stations and bikes . Transportation agencies in each jurisdiction select the location of the rental stations , as well as the number of bike docks , depending on planners ' estimates of local demand . Most of the system 's users live in or near the city center ; stations in the poorer eastern portion of the city are comparatively underused .

The National Park Service originally prohibited Capital Bikeshare stations on the property it

manages , including large areas such as the National Mall . However , the agency later reversed itself and said that it would work to include new stations in future expansions . The first two of five approved Capital Bikeshare stations opened on the National Mall on March 16 , 2012 , shortly before the start of the 2012 National Cherry Blossom Festival .

Also in March 2012 , the Arlington County government gave away 550 red Capital Bikeshare helmets and twice as many flashing safety lights as part of a promotion .

In August 2015 , Capital Bikeshare announced that it had found a new equipment supplier and would add 435 bikes and 40 stations in D.C. and 140 bikes and 20 stations elsewhere . It also reported having 29 @, @ 000 members who had taken a total of more than 10 @. @ 5 million trips .

= = Expansion = =

In 2010 , a local transportation official said that the system could be expanded further throughout the D.C. area and have as many as 5 @, @ 000 bicycles within a few years .

In fall 2011 , the District Department of Transportation announced plans to add 32 stations and expand 18 existing ones by year 's end , then add 50 more in 2012 .

Arlington County also announced plans to add 30 stations in fall 2011 , primarily along the densely populated corridor between the Rosslyn and Ballston neighborhoods , and 30 more in 2012 .

In October 2011 , the neighboring city of Alexandria , Virginia , approved plans to deploy 54 bicycles at six stations in the Old Town and Carlyle neighborhoods in 2012 , then add six more stations in 2013 . The cost of the first year would be \$ 400 @, @ 000 , including operating costs of \$ 100 @, @ 440 . The first eight Alexandria stations were deployed in August 2012 .

Montgomery County , Maryland , similarly approved plans to install 20 stations and 200 bikes in the Rockville and Shady Grove areas near Washington Metro stations and high @- @ traffic destinations such as Montgomery College and Rockville Town Center . The expansion will be paid for by a \$ 1 @. @ 288 million grant from the National Capital Region Transportation Planning Board with a \$ 688 @, @ 000 local match . Officials also cited plans to add 50 stations and 400 bicycles in southern areas of the county , including Bethesda , Silver Spring , Friendship Heights , and Takoma Park . However , bicycling advocates cautioned that clusters of stations in the county could be too far from each other as well as the larger network of stations within neighboring Washington , D.C. There was also concern that the county has too few bike lanes and trails to support the expected number of users . Despite these concerns , Montgomery County added its first stations in May 2013 .

By September 2012 , these additions and expansions were to have brought the network to 288 stations and 2 @, @ 800 bikes in four jurisdictions .

August 2015 media reports indicate about 60 stations will be added , following difficulties with supply related to supplier bankruptcy .

= = Technology = =

Capital Bikeshare uses a system designed by Montreal @- @ based PBSC Urban Solutions .

Rental stations are automated and powered by solar panels , allowing them to be located anywhere space is available . A wireless data link connects the docks and station kiosk to a central bike @- @ tracking and billing database . Riders can use the Capital Bikeshare website and smartphone applications to see where rental stations are located and how many bikes and empty docks they have .

Each bike dock has a repair button ; users press this to report a damaged or malfunctioning bike and take it out of service . Riders are expected to notify Capital Bikeshare if a bike is unable to dock at a station and are responsible for the rented bike until it has been returned .

The red @- @ colored aluminum unisex bicycles have three gears , an adjustable seat , and a front basket as well as a headlight and twin red taillights that are powered whenever the bicycle is in motion .

Alta Bike Share vans redistribute bikes among stations and pick up bikes for maintenance . Unlike some other networks , Capital Bikeshare maintains service year @- @ round except during severe

weather .

In May 2011 , it cost \$ 41 @, @ 500 to install a station with six docks and \$ 49 @, @ 300 each for larger stations with 14 docks . Each bicycle cost about \$ 1 @, @ 000 , and the annual operating cost per bike was \$ 1 @, @ 860 .

= = Pricing = =

Capital Bikeshare has five payment options . As of July 2016 , casual riders may purchase a single trip (\$ 2) , a 24 @-@ hour pass (\$ 8) , or a 3 @-@ day pass (\$ 17) at any bike station . After swiping a credit card at the station 's kiosk , a rider gets a code to unlock a bike . Riders may also sign up online for monthly (\$ 28) , annual (\$ 85) , or annual installment (\$ 96 , paid in monthly increments of \$ 8) passes ; these riders are mailed an RFID key that can unlock bikes without entering a code . The new , one @-@ trip fare of \$ 2 was introduced in June 2016 during WMATA 's SafeTrack program , which would shut down segments of the Washington Metro for the following year .

Any rider may take unlimited trips of up to 30 minutes , as measured from the time the bike is withdrawn from a dock to the time it is returned . Longer trips incur fees for each additional half @-@ hour on a scale that rises from \$ 1 @. @ 50 to \$ 8 @. @ 00 . This pricing structure is designed to encourage short trips from place to place instead of longer leisure rides . If a destination station is full , riders can use the kiosk to get 15 more free minutes to return the bike to another location .

A replacement fee of \$ 1 @, @ 000 is charged to the credit card on file if a rented bike is not returned within 24 hours .