



Board Report

File #: 2017-0916, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE  
MARCH 14, 2018

SUBJECT: METRO BIKE SHARE EXPANSION ENVIRONMENTAL  
AND TITLE VI ANALYSES

ACTION: APPROVE RECOMMENDATIONS FOR METRO BIKE SHARE EXPANSION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Metro Bike Share Phase III through V Expansion Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3), New Construction or Conversion of Small Structures (Attachment A);
- B. AUTHORIZING staff to file the Notice of Exemption for the Phase III through V Expansion;
- C. ADOPTING the Phase III through V Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and
- D. AUTHORIZING the CEO to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to expand the Metro Bike Share service area with reallocated equipment within these Environmentally, Title VI, and Environmental Justice cleared areas.

ISSUE

An Environmental Analysis and Title VI and Environmental Justice Analysis have been completed for the Metro Bike Share Phase III through V Expansion ("Project"). In order to proceed, staff requests Board adoption of the analysis findings, authorization to file the Notice of Exemption, and authorization to amend the MOU with the City of Los Angeles.

DISCUSSION

Background

At the January 2014 meeting, the Board Motion 58 authorized the CEO to procure, contract, and

administer a bike share program. The Metro Bike Share system opened Phase I on July 17, 2016 in downtown Los Angeles and Phase II expansion was implemented in summer 2017 to Pasadena, Port of Los Angeles and Venice.

Expansion of the Metro Bike Share system is consistent with the Implementation Plan adopted by the Board in June 2015. Stations will be installed in accordance with local regulations and considerations regarding locations of fire hydrants, crosswalks, driveways, standpipes, street furniture, bus stops/shelters, impact on sight lines, and environmentally sensitive areas. Implemented and anticipated expansion phasing is provided below:

- *Phase I (implemented)*: Downtown Los Angeles
- *Phase II (implemented)*: Pasadena, Port of Los Angeles, Venice
- *Phase III (anticipated)*: Culver City, Marina del Rey, Palms/Mar Vista/Playa del Rey/Del Rey/Playa Vista, Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, USC/Expo Park/University Park, San Gabriel Valley
- *Phase IV (anticipated)*: East Los Angeles, Glendale, Burbank, North Hollywood, Hollywood/East Hollywood
- *Phase V (anticipated)*: Boyle Heights, Mid-City, Huntington Park, Inglewood, Downey, Whittier

#### Environmental Analysis Findings

The environmental analysis for the Project has been completed in compliance with CEQA requirements. The findings show that the expansion qualifies for exemption under CEQA Categorical Exemption, *Section 15303 (Class 3) New Construction or Conversion of Small Structures*, because it involves a limited number of new, small structures. Stations have limited disturbance since most will be placed on existing paved rights-of-way such as sidewalks and streets. Small concrete pads and electrical connection work may be installed/performed on a limited number of stations.

None of the exceptions to the Categorical Exemptions apply to this Project. The Project does not contain important farmland, wetlands, wild and scenic rivers, floodplains or critical habitats. Stations will be located near historic structures but they are congruent with the existing urban fabric and as such would not impact any archeological or paleontological sites. The Project sites will not be located on sites identified as containing hazardous materials. Approval to file a Notice of Exemption will complete this process and move the Project forward.

#### Title VI and Environmental Justice Analysis Findings

A Title VI and Environmental Justice equity evaluation has been completed consistent with the requirements set forth in Executive Order 12890 and 49CFR Section 21.5. While thresholds have not been established for non-transit programs such as bike share, this equity evaluation seeks to determine whether or not there is reason to believe that the siting of bike share facilities might cause a Disparate Impact or Disproportional Burden. Two separate analyses were performed: one taking into consideration the minority population share, the other taking into consideration the poverty population share aggregated for all block groups within the existing and proposed bike share service areas and comparing both demographic characteristics with that of the Los Angeles County population.

The analyses found that there is no Disparate Impact and no Disproportionate Burden associated with the Project. Although the minority share of the population benefitting from the proposed program is 2.3% greater than for the County as a whole, the difference is less than 5% and presumed to be no Disparate Impact, consistent with the threshold applicable to transit service and fare changes. The poverty share of the proposed Project is 0.2% less than for the County as a whole and therefore has no Disproportionate Burden.

### City of Los Angeles Reallocation

A station performance analysis of the existing downtown Los Angeles station locations has revealed that station placement may be optimized by relocation to provide enhanced service to patrons. Station relocation will expand the Metro Bike Share service area with no additional capital costs since existing equipment will be utilized. Stations will only be relocated in areas that have been cleared through Board-adopted Environmental and Title VI/Environmental Justice analyses.

Staff requests Board authorization to negotiate and execute an amendment to the MOU with the City of Los Angeles expanding the Metro Bike Share service area with reallocated equipment.

### **DETERMINATION OF SAFETY IMPACT**

Board approval of the recommendations will not have any adverse safety impacts on Metro employees and patrons.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to act on any of the recommendations. This alternative is not recommended as it is not in line with previous Board direction.

### **NEXT STEPS**

Upon Board adoption and authorization, the Notice of Exemption for the Phase III through V Expansion will be filed and the MOU will be negotiated with the City of Los Angeles.

The approvals recommended here are necessary for any expansion efforts going forward. Staff will return in Spring 2018 with a refined Business Plan for the Bike Share program, against which specific recommendations for Phase III implementation will be developed.

### **ATTACHMENTS**

Attachment A - Environmental Analysis for Phase III through V Expansion

Attachment B - Title VI and Environmental Justice Analysis for Phase III through V Expansion

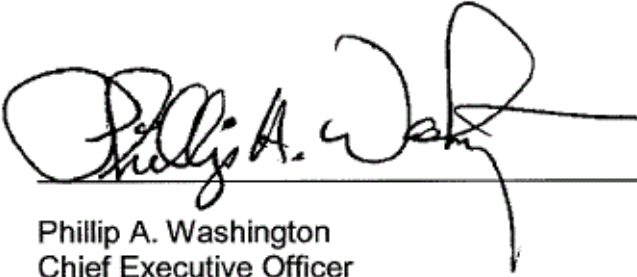
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