



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12
5500 TRANSPORTATION BLVD. • GARFIELD HGTS., OH 44125 • 216-581-2100

Environmental Document

for

CUY Bikeshare Stations PID 117707

Environmental Document Level: C2

Approved: 7/7/2023

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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C2

Project Information

PID: 117707

Project Sponsor: CUYAHOGA COUNTY ENGINEER

ODOT District: 12

Funding Source: Federal

Project Description:

The proposed project will create up to 250 micro-mobility parking hubs in the cities of Cleveland, Cleveland Heights, East Cleveland, Lakewood, Shaker Heights, South Euclid, and University Heights in Cuyahoga County Ohio (see *Project File<General<Project Study Area Map*). These hubs will include bike racks and signage installed in the public right-of-way to serve bicycles, scooters, and other forms of light-weight vehicles. Concrete pads will be installed in the right-of-way, where necessary, to support the installation of surface-mounted racks. The project will be constructed entirely within the existing right-of-way, and no utility impacts will occur.

The majority of the proposed work will be constructed on existing sidewalks and other areas outside of the traveled lanes. Temporary lane closures may be required due to work zone requirements in areas where bike racks will be installed in existing on-street parking areas. If lane closures are required, the contractor will coordinate with the applicable city to minimize the number and length of the closures. All required lane closures will follow standard construction drawings, details, time restrictions, and policies for maintenance of traffic established by the agency that maintains the roadway at each work location. The public, local schools, police, fire, and emergency services and the Cuyahoga County Department of Public Works (CCDPW) will be notified a minimum of 14 days before any temporary lane closures are implemented.

The C2 Determination and associated studies are being approved using Stage 1 design (see *Project File<General<Stage 1 Design*).

The next phase of the proposed project is listed on the STIP: Yes

Ellis STIP Details

Phase	Current STIP Reference
CO	117707: 24-27 STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications: Yes

Select the appropriate project type:

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph I of this section. **Examples include: Joint or limited use of right-of-way where the proposed use would have minimal or no adverse social (including highway safety), economic or**



environmental impacts; Installation of new noise walls and other new noise mitigation projects; Construction of highway safety and truck escape ramps; Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a C1 designation; Beautification or facility improvement projects (i.e. landscaping, curb and gutter installation and replacement, ADA ramps/curb ramps, installation of park benches, decorative lighting, etc.); Construction of alternative energy facilities (fuel tank farms, wind turbines, etc.)

In accordance with 23 CFR 771.117(e), the proposed project cannot be processed as a C2 CE, if it involves -

1. **a.** Acquisition of more than a minor amount of ROW (exceeds strip takes)
2. **b.** Residential or non-residential displacements
3. **c.** A U.S. Coast Guard permit or an Individual Section 404 permit under the Clean Water Act
4. **d.** A Section 106 finding of *Adverse Effect*
5. **e.** Section 4(f) impacts greater than de minimis
6. **f.** A finding of *May Affect, Likely to Adversely Affect* to Threatened and Endangered Species
7. **g.** Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
8. **h.** Changes in access control
9. **i.** Floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths)
10. **j.** Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers
11. **k.** No minor public or agency controversy on environmental grounds (no opposition from any organized groups or agencies and no unresolved environmental coordination)
12. **l.** A full Environmental Justice Analysis Report (EJAR) is required (the project must be processed as a D-level CE or higher-level document). If a memo-to-file/letter/IOC-format EJAR Short Report is determined to be the appropriate level of documentation, contact OES regarding NEPA document level.

For certification purposes, documentation is required to illustrate no significant impacts will occur to the following environmental resources and that no unusual circumstances exist that would warrant a higher level of NEPA document. Upload all supporting documentation to the project file.

Ecological

Waterways:	Not Present
Will any wetlands be impacted?	No
Endangered Species:	No Impacts to Protected Species and Critical Habitat
Scenic Rivers	No National Wild and Scenic River Within 1000 Feet of the Proposed Project Area

Scenic Rivers Remarks



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Based on a review of existing mapping, the project is not located within 1,000 feet of a designated National Wild or Scenic River. Therefore, no review for National Wild and Scenic Rivers is required.

Floodplains

100-Year Floodplain:

No Encroachment Within a Special Flood Hazard Area (SFHA)

Floodplain Remarks

Federal Emergency Management Agency (FEMA) Floodplain Insurance Rate Maps (FIRMS) (see *Project File<Permit<Floodplains<FEMA FIRM*) show that one of the proposed bike rack locations (Station SH2) is located within a floodplain (Flood Zone AH). The proposed work at this location includes the installation of four bike racks and one ground mounted sign on a sidewalk in the southwest quadrant of the Lee Road/Van Aken Boulevard intersection in the city of Shaker Heights. While the proposed bike racks and sign will be located in the special flood hazard area (SFHA), they will not be located in Flood Zones A, AE, or A1-30. Therefore, additional coordination to comply with Executive Order 11988 is not required. Coordination was conducted with the Shaker Heights floodplain administrator, who concluded that a floodplain permit was not required for the project on April 26, 2023 (see *Project File<Permit<Floodplains<Coordination with Local Floodplain Administrator*).

Section 4(f)

Section 4(f):

Present; No Impacts and/or Access Restrictions

Section 4(f) Remarks

There are several historic districts and properties and publicly owned parks and recreation areas and in the project area. Mapping of resources receiving Land and Water Conservation Funds was reviewed on March 23, 2023. There are 41 Section 6(f) resources located in the project area. The project will be constructed entirely within the existing right-of-way, and impacts/access restrictions to Section 4(f) and Section 6(f) resources will not occur.

Section 6(f)

Section 6(f):

Present; No Impacts and/or Access Restrictions

Cultural Resources

Cultural Resources:

Present; No Finding of Adverse Effect

Cultural Resources Coordination:

Minimum Potential to Cause Effect
Appendix B

Cultural Resources Coordination - ODOT Approval/SHPO
Concurrence Date

03/22/2023

Cultural Resources Remarks



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A literature search documented the presence of scattered archaeological sites (OAs) and numerous architectural resources (OHIs) in the study area. National Register listed and eligible historic properties have been reported in all of the communities involved in the work. Construction will occur in 27 National Register Districts across the county, as shown in the photos and list found in the Section 106 Scoping Request (see *Project File<Cultural Resources<Project Information<Section 106 Scoping Request Form*). Since the work is limited to the existing operational right-of-way, no land will be taken from any of these districts and no contributing element will be diminished by construction. No field investigations were conducted since no new right-of-way will be required for construction.

In conclusion, parking station construction will not take land from any National Register District in the Cleveland metropolitan area nor will any contributing element of any of these properties be impacted by construction. Pedestrian safety upgrades limited to the existing operational right-of-way are exempt from further cultural resource consideration by the 11/08/2017 Cultural Resource Programmatic Agreement (Agreement 19319), as long as no new permanent right-of-way from a historic property is acquired and no contributing element of a historic district will be removed or altered by construction.

Environmental Resources Considered

The following environmental resources are present and have been studied for potential impacts:

Regulated Materials

Air Remarks

Carbon Monoxide

Carbon Monoxide (CO) regional conformity requirements in Ohio (Cuyahoga County) ended on Friday, March 7, 2014. According to 40 CFR 93.102(b)(3), a transportation conformity determination applies to maintenance areas through the last year of a maintenance area's approved CAA section 175A(b) maintenance plan, unless the applicable implementation plan specifies that the provisions of this subpart shall apply for more than 20 years. Cuyahoga County was designated a maintenance area with an approved maintenance plan on February 4, 1994 (effective March 7, 1994). Therefore, regional transportation conformity requirements no longer apply to CO in Ohio. Additionally, recent trends in CO concentrations across the state have dramatically improved as demonstrated by the attainment status of Ohio. As such, project level CO hot-spot analyses using MOVES3 and CAL3QHC emission and dispersion models are no longer required in Ohio as part of the NEPA process.

Ozone

The proposed project is a transportation enhancement project. In accordance with 40 CFR 93.126, the project is exempt from the requirement to determine conformity. Therefore, ozone is addressed.

PM2.5

Cuyahoga County is designated a maintenance area for fine particulate matter (PM2.5). However, in accordance with 40 CFR 93.126, the proposed transportation enhancement project is exempt from PM2.5 analysis. In addition, the project is listed in the regionally conforming State Transportation Improvement Plan (STIP) for the years 2021 to 2024. Therefore, the project is not of air quality concern.

MSAT

The project is a transportation enhancement project. In accordance with 40 CFR 93.126, the project is exempt from Mobile Source Air Toxics (MSAT) analysis and has no potential for meaningful MSAT effects

Noise Remarks

The project is to provide bike stations and parking areas for non-motorized vehicles at various locations. Travel lanes will not be shifted closer to noise sensitive properties. Therefore, no noise analysis is required (see *Project File<Noise<Coordination<District Determination-No Noise Analysis Required*).



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The project involves ROW acquisition, Deep Excavation, or OEPA 513 Landfill Authorization: No

Hazardous Materials - OES Approval Date: 03/21/2023

Regulated Materials Review Remarks:

The project will be constructed entirely within the existing transportation right-of-way and will not require excavations greater than 6 feet deep. The project is located within 300 feet of the Cleveland Heights Transfer Facility. On February 17, 2023, the Ohio Environmental Protection Agency (OEPA) determined projects that are within 300 feet of a waste transfer station are exempt for consideration of a 513 permit. Therefore, a 513 permit is not required for this project (see *Project File<ESA<Coordination<OES Recommendations - 513 Determination*).

Environmental Justice

Projects that meet C2 criteria must be in accordance with ODOT's EJ Guidance and activities conducted for Public Involvement are commensurate to the project's type and scope of work.

Environmental Justice Populations

Present; No EJAR Required, Does Not Exceed EJ Guidance Criteria, and No Issues Raised During Public Involvement

Identified Environmental Justice Populations

Census Block Group #	% Minority	% Low Income
390351012001	38	52
390351012002	68	68
390351013001	52	56
390351016031	45	72
390351027004	39	63
390351031001	37	42
390351034003	47	86
390351035001	32	39
390351036021	31	26
390351036022	15	14
390351039001	77	77
390351039002	42	59
390351041001	24	41
390351042002	21	25
390351043002	32	38
390351044001	31	51
390351046002	58	71
390351048002	14	52
390351054004	20	69
390351057001	54	73
390351061001	30	42
390351066001	35	76
390351071011	51	29
390351077011	35	33
390351077012	58	64
390351078021	75	69
390351078022	56	68
390351083011	79	14



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390351083012	54	72
390351087011	86	74
390351093011	92	80
390351098011	99	92
390351108011	58	87
390351109012	48	55
390351115001	73	80
390351116002	88	85
390351124002	97	53
390351128001	99	79
390351135001	97	63
390351136001	94	60
390351161002	97	59
390351172012	99	88
390351172022	79	56
390351177002	66	19
390351183011	98	87
390351183014	89	46
390351187001	37	68
390351189001	79	54
390351191001	59	65
390351193003	98	83
390351194011	80	32
390351194012	87	43
390351195013	71	57
390351195021	86	59
390351202001	90	51
390351202003	95	51
390351208021	99	57
390351214011	99	78
390351236032	16	17
390351242011	33	54
390351243002	59	49
390351404001	86	27
390351404003	48	27
390351407021	64	61
390351410002	65	28
390351411002	32	40
390351412004	29	18
390351413002	9	13
390351415001	48	55
390351415002	6	9
390351512001	97	64
390351515001	93	65
390351517002	84	64
390351602001	13	16
390351604003	14	22
390351605002	14	32
390351606011	20	39
390351606023	41	37
390351612001	10	32
390351612002	8	17
390351615003	16	35
390351617002	16	59
390351833004	15	5



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390351834021	81	27
390351835013	52	26
390351836051	70	28
390351851011	90	50
390351851022	40	38
390351851032	43	37
390351851033	63	22
390351852023	72	34
390351852024	44	25
390351852031	35	28
390351852032	5	49
390351852033	29	14
390351871031	60	27
390351871032	71	21
390351871051	21	48
390351871053	34	28
390351960002	53	14
390359801001	0	0

Environmental Justice Remarks

Micromobility hubs will be located within 101 block groups as identified by the U.S. Census Bureau 2020 decennial census and listed above. For mapping showing minority percentiles, see *Project File<Environmental Justice<Project Information<Census Mapping-Minority*. For mapping showing low-income percentiles, see *Project File<Environmental Justice<Project Information<Census Mapping-Low Income*.

The project will be constructed in the existing right-of-way and will not require any residential or business relocations. According to U.S. Census data (2016-2020 American Community Survey Estimates), 41.8 percent of the population in Cuyahoga County belongs to a minority group, and 17.1 percent of the population is below the poverty level. The project will install micromobility hubs in 94 U.S. Census block groups where minority and/or low-income populations exceed the average for Cuyahoga County, and all users will be afforded access to and use of the micromobility hubs. Therefore, the project will improve access and mobility for minority and low-income populations, including access to shopping, bus stops, jobs, recreational resources, community centers, and other destinations. Improvements in access and mobility will support connectivity and community cohesion for minority and low-income populations.

Public involvement conducted for the project did not reveal any concerns related to impacts on environmental justice populations or any other unique factors that could result in a disproportionately high and adverse effect. In addition, the project is not expected to result in any unanticipated additional impacts to environmental justice populations.

Given the above, the project is expected to result in a net benefit to minority and low-income populations.

Public Involvement

Public Involvement:

Minimum PI Requirements Met; No
Minor Public or Agency Controversy
on Environmental Grounds

Public Involvement Remarks

Public involvement completed during the project's development included a Typology Development Workshop held on June 21, 2021; a CCDPW press release; a project website and mapping tool; and a public comment period that extended from August 26, 2022 to September 30, 2022 (see *Project File<Public Involvement<Project Information<Public Involvement Summary*).



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Environmental Commitments

Environmental Commitments

Yes



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Environmental Commitments

C2

1) The public, local schools, police, fire, and emergency services and the Cuyahoga County Department of Public Works (CCDPW) will be notified a minimum of 14 days before any temporary lane closures are implemented.



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Preparers and Approvals

Form Preparer:

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Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Mark Carpenter (TRANS ENGR 3)	7/7/2023



Appendix

General

Project Study Area Map.pdf

Stage 1 Design.pdf

Noise

District Determination - No Noise Analysis Required.pdf

ESA

OES Recommendations - 513 Determination.pdf

Regulated Materials Review Form.pdf

Cultural Resources

Minimal Potential to Cause Effect - Appendix B

Section 106 Scoping Request Form.pdf

Ecological

ODNR Scenic River MOA Conditions

Other Resources

Site Specific Resource Mapping - Urban Area Mapping.pdf

Section 4(f)

OES Cultural Resources 4(f) Determination.pdf

Section 6(f)

LWCF Grant Listing.pdf

Environmental Justice

Census Mapping-Low Income.pdf

Census Mapping-Minority.pdf

Public Involvement

Public Involvement Plan.pdf

Public Involvement Summary.pdf

Permits

Coordination with Local Floodplain Administrator.pdf

FEMA FIRM.pdf