

Regional Travel Options

Metro's Regional Travel Options (RTO) program supports Metro's mission of making a great place by increasing the awareness of non-single occupancy vehicle (SOV) travel options such as biking, walking, taking transit, and ridesharing, and telecommuting/ compressed work weeks. To accomplish this, the RTO program provides strategic investments that contribute to economic, environmental, and socio-economic health and prosperity for the region.

Regional Travel Options Grants

For more information visit:

www.oregonmetro.gov/traveloptions



Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Description

End-of-trip facilities include supportive facilities for bicycling, walking, or running to work. Examples include secure bicycle parking, shower and changing facilities, and signage and bike stores (maintenance and supplies).

Purpose/Outcomes

To encourage the use of active transportation commute options (bike, walk, transit) and support employees who choose those modes. End of trip facilities help reduce car-driver trips, foster safe and convenient cycling environments, and improve health.

- Increase the number of end-of-trip bicycle facilities to serve students, residents, employees, and shoppers
- Improve integration between bicycling and public transportation; close proximity to transit stops/stations is important
- Provide alternatives to driving in a parking management area
- Increase the visibility of bicycling and include and support it as a form of transportation
- Catalyze local interest and support for bicycle parking facilities and bicycling in general

Safe and Convenient Bicycle Storage

Bicycle storage facilities range from public, on-street parking to dedicated secure facilities. They include:

- Racks or covered parking
- Oases and self-locking boxes and cages
- Secure access rooms, cages, and boxes
- Secure parking/bike shop combinations
- Valet

Bike parking can be marketed through employers, institutions, transit agencies, or local jurisdictions and complemented with maps/signage to maximize usage of new infrastructure. Best practices indicate bike parking at or near transit stops and stations maximizes use of both modes.

Examples/Best Practices Include

- Forest Grove Bicycle Parking Shelters¹ (RTO funded grant 2011-13)
- City of Portland
- PSU Bike Hub and covered bike parking
- Bike Central/Bike Station²
- WTA bike parking project in downtown Tigard

1. Access Forest Grove project here: <http://www.forestgrove-or.gov/latest-news/now-open.html>

2. Access at: <http://portlandbikestation.org/>

Other examples include PBOT installing racks for free; art incorporated in racks; and pedestrian and bicyclist convenience (showers, locker rooms, and laundry service).

Measurement

- Bike counts on racks pre/post
- User satisfaction surveys (e.g., handlebar tags, online, intercept, mailed postcard)
- Total # of bikes parked outside of the bike corral
- Total # of bikes locked to non-rack objects
- Amount of available bike parking, outside of the corral, but within 100 feet
- Gauge the percentage of full car parking spots at various times of the day

Grant Qualifications

- **Does the proposed investment contribute to increasing use of non-SOV modes?**
This is established through a project proposal that provides a logical explanation demonstrating how the funded efforts will contribute to the increased use of non-SOV modes, identifying specific performance targets for each investment.
- **Does the applicant demonstrate interest and willingness?**
Have strategic partners been identified and indicated their commitment to the project? This is established through a project proposal that identifies the specific opportunity or problem to which the applicant is responding.
- **Does the applicant have local financial support?**
Minimum match requirements are used as base-level eligibility criteria. The minimum level is set at CMAQ thresholds, the federal source for RTO grants. Higher local match levels are needed when proposing higher-risk efforts and are rewarded through extra points in the scoring process.
- **Does the applicant have the capacity to implement?**
This is determined based on the applicant's demonstration of a viable long-term business model and

RTO Grant Timeline:

- Dec. 20, 2012 – Application packets available
- Jan. 9, 2013 – RTO Workshop
- Feb/Mar – Grant applications due
- Mar/Apr – Grant awards announced
- April to June – Grant agreements negotiated/signed
- July 1, 2013 – RTO Grant projects begin
- June 30, 2015 – RTO Grant projects completed

