



Bend Metro Park & Recreation District

April 19, 2022

Board of Directors

Agenda and Reports

www.bendparksandrec.org



play for life



Our Vision

To be a leader in building a community connected to nature, active lifestyles and one another.

Our Mission

To strengthen community vitality and foster healthy, enriched lifestyles by providing exceptional park and recreation services.

We Value

Excellence by striving to set the standard for quality programs, parks and services through leadership, vision, innovation and dedication to our work.

Environmental Sustainability by helping to protect, maintain and preserve our natural and developed resources.

Fiscal Accountability by responsibly and efficiently managing the financial health of the District today and for generations to come.

Inclusiveness by reducing physical, social and financial barriers to our programs, facilities and services.

Partnerships by fostering an atmosphere of cooperation, trust and resourcefulness with our patrons, coworkers and other organizations.

Customers by interacting with people in a responsive, considerate and efficient manner.

Safety by promoting a safe and healthy environment for all who work and play in our parks, facilities and programs.

Staff by honoring the diverse contributions of each employee and volunteer, and recognizing them as essential to accomplishing our mission.



District Office | Don Horton, Executive Director

799 SW Columbia St., Bend, Oregon 97702 | www.bendparksandrec.org | (541) 389-7275

EXECUTIVE SESSION – The Board will meet in Executive Session following the regular meeting pursuant to ORS 192.660(2)(e) for the purpose of discussing real property transactions. This session is closed to all members of the public except for representatives of the news media. News media is asked to contact Sheila Reed to attend sheilar@bendparksandrec.org.

BOARD AGENDA COMMUNICATION

AGENDA DATE:	April 19, 2022
SUBJECT:	Volunteer/Community Engagement report
STAFF RESOURCE:	Kim Johnson, Community Engagement Supervisor
PREVIOUS BOARD ACTION:	None
ACTION PROPOSED:	None
STRATEGIC PLAN:	
Pillar:	Community Relationships
Outcome:	Exceptional customer and community experiences
Strategy:	Provide exceptional experiences during each facet of the customer's interaction with the district

BACKGROUND

Connecting residents with programs, events, facilities, parks and trails is central to the mission and values of the district. This includes providing opportunities for people to engage as supporters of district efforts.

The district offers opportunities for volunteers to engage in a wide variety of experiences that support programs, events, facilities and projects. Volunteers offered support throughout the pandemic when possible and current interest in volunteering is strong as the district returns to more normal levels of programming and operations.

Kim Johnson, community engagement supervisor, will provide a review of volunteer service over the past couple of years and current opportunities for engagement. She will also share the story of the volunteers who have played key roles with set up and opening for Larkspur Community Center and in welcoming visitors and providing great experiences for patrons today.

BUDGETARY IMPACT

None

ATTACHMENTS

Attachment A – 2021 Volunteer Engagement Summary

Attachment B – 2021 Volunteer Service Summary and Comparison



2021 Volunteer Engagement Summary

Bend Park & Recreation District welcomes, values and honors volunteers as essential partners in providing services for our community. We strive to provide volunteers with engaging experiences that have purpose, match their interests, serve the needs of the district, promote stewardship and enhance experiences for everyone.

Volunteer opportunities with the district evolved over the course of the year in response to public health guidance and related changes for facilities and programs. In total, more than **952** volunteers contributed time, effort and expertise, providing over **28,450** hours of valuable service to the district and our community. The service hours contributed are the equivalent of **13.7** full time employees (FTE).

Volunteer service is assigned a value annually by The Independent Sector, a national non-profit organization that provides statistics on volunteerism. The values listed here reflect the most recent information available for the average wage plus benefits for non-management, non-agricultural workers.

- National Value of Volunteer Time (2021) - \$28.54 per hour
- Oregon Value of Volunteer Time (2020) - \$28.22 per hour

Support to Recreation Programs & Facilities

During the first half of 2021, many recreation programs were limited in capacity or not able to be offered and volunteer involvement was limited. As the year progressed and public health guidance changed, the district was able to offer more programs and welcomed volunteers back where possible. The people who stepped up to volunteer were supportive and flexible with the changing regulations and needs of the district and enthused about having opportunity to be involved.

Volunteers provided invaluable support during the opening and first nine months of operation for **Larkspur Community Center**.

- Facility tours offered from mid-March through December, the majority hosted by a small number of volunteers, gave more than **1,860** visitors a VIP look at the new facility.
- Set up of the technology needed to support the new fitness equipment and software application for patrons was provided by a skilled volunteer (former BPRD IT manager).
- Volunteers joined in as greeters to supplement staff in providing customer service support at the front desk, helped with activities and offered information and direction for the hundreds of participants at Deschutes County vaccination clinics.

Youth sport programs were able to return in spring, some with limitations and/or special requirements affecting participants and volunteers. This included mandatory mask wearing and documentation for vaccination status for coaches with some programs.

- **550** people served as volunteer coaches for youth sport teams. Their involvement is essential to making the programs possible for the **3,800** children who participated.
- **51** of these volunteers coached more than one team and/or more than one sport.
- An additional **15** volunteers assisted with youth roller and ice hockey skill development programs at The Pavilion.

Opportunities for teenage volunteers to be involved with recreation and swim programs were possible by summer. These opportunities provide work experience and skill-building for the volunteers, program and participant support and serve the district as a tool for developing future employees.

- **28** students ages 12 to 15 participated as junior lifeguards and swim instructor aides. The volunteers supported recreation swim times and swim lessons at both JSFC and Larkspur.
- Art Station camps benefitted from the support of **11** fabulous volunteers.

Outreach efforts expanded as the year progressed with staff working to connect families from target neighborhoods with BPRD programs and services and offering camp-like programs for underserved youth. Volunteers assisted in these by providing support with event set-up, distributing posters, supporting information tables with staffing and Spanish language translation, and helping with program activities.

Support to Parks and Trails

Parks and trails continued to serve as vital resources as people sought places to safely recreate and take a break from the many challenges of the pandemic. Volunteers supported the growing use of these spaces by helping with litter pick up, weed pulling, planting activities and most of importantly, being extra “eyes and ears” to help monitor the sites and report any maintenance, safety or community concerns.

- **18** trail sections and natural areas and **34** parks and/or park amenities (including off leash areas) were supported by volunteers.
- The volunteer host program expanded to Shevlin Park with **3** new volunteers joining that effort. Riley Ranch Nature Reserve volunteer hosts regularly reported how much they enjoy spending time at the park and interacting with visitors
- Park host volunteers contributed more than **840** hours representing the district as friendly faces in the parks.
- **9** volunteer groups took on weed removal, seasonal park clean up and planting projects.

2022 Volunteer Engagement Initiatives

- Recruit additional volunteers for host program at Shevlin Park and Riley Ranch. Explore development of a similar program as support to river access plan initiatives.
- Continue conversation with Deschutes Historical Museum to develop a volunteer program to support a schedule of regular tours for the Hollinshead Homestead House.
- Explore options for a communications tool for park & trail volunteers to use for reporting service and submitting questions/concerns to the park stewards.

2021 Volunteer Engagement Summary

	2021		2020		2019	
	Volunteers	Hours	Volunteers	Hours	Volunteers	Hours
Recreation						
Fitness & Swim						
Fitness center & class/program support (JSFC & LCC)	8	406				
Junior Lifeguard/Swim Instructor Aide/Diving	28	520	2	18	60	1,490
JSFC fitness & swim			17	278	37	1,417
JSFC childcare/preschool			1	18	13	284
Larkspur Community Center						
Facility tours, activity & customer service support	18	629	21	375	37	924
Technology set-up support	1	125				
BSC fitness			9	164	8	494
The Pavilion						
Roller & Ice program support	15	173	12	86	14	136
Youth Sports						
Team coaches	550	20,070	472	18,730	766	36,876
Recreation & Childcare						
Therapeutic Recreation					6	147
Therapeutic Recreation Interns			2	1,120	5	2,560
Youth Recreation & Enrichment	4	160	6	22	28	508
Art Station	11	275	4	28	27	605
Adult Outdoor			4	66	8	208
BPRD Hosted Events						
Pet Parade & July 4th Festival					65	193
Hollinshead Homestead tours, Winter Solstice	11	35			10	36
Community Outreach & Engagement						
Outreach activities & events	6	39				
Ariel Glen					2	170
Free programs - Days of Play, JSFC Family Night			5	18	10	205
COVID initiatives - mask give away, drive-thru activities			19	73		

2021 Volunteer Engagement Summary

	2021		2020		2019	
	Volunteers	Hours	Volunteers	Hours	Volunteers	Hours
Parks & Trails						
Goose Management	4	193	8	83	7	230
Riley Ranch & Shevlin Park Hosts	12	841	13	485	10	711
Park & Trail Projects						
Groups	95	220	75	473	238	419
Individuals	2	37	3	26		
Adopt-a-Park & Adopt-a-Trail						
Parks & OLA's - Individuals & Groups	148	2,641	179	2,018	204	4,031
Trails - Individuals & Groups	23	1,001	23	561	19	1,258
Administration						
BPRD Board of Directors	5	995	5	1,378	5	1,009
BPRD Budget Committee	6	70	5	40	5	80
BPR Foundation Board of Directors	5	50	5	40	5	40
Volunteer Service Total	952	28,480	890	26,100	1,589	54,033

BOARD AGENDA COMMUNICATION

AGENDA DATE:	April 19, 2022
SUBJECT:	Community Sponsored Projects Update
STAFF RESOURCE:	Rachel Colton, Park Planner
PREVIOUS BOARD ACTION:	January 19, 2016 Program Creation October 16, 2016 Board Update October 17, 2017 Board Update
ACTION PROPOSED:	None
STRATEGIC PLAN:	
Pillar:	Community relationships
Outcome:	The district is strategic about partnerships
Strategy:	Be viewed as a collaborative organization in the community

BACKGROUND

Throughout the years, the district has partnered with individuals and groups in the community to develop capital projects and add amenities to our parks, trails and facilities. These projects, which are initiated, planned and implemented in partnership with community members, are known as Community Sponsored Projects (CSP). In the past, requests for CSPs were directed to various staff within Park Services, Planning and Development, and Community Relations. Because the district did not have a formal process for managing CSPs, there was a lack of efficiency, consistency and transparency in how requests were addressed.

In response to the significant community interest in CSPs, the district developed a process to address project requests, which staff shared with the Board in January of 2016. This process has been in place for over six years, and staff believes this process is working well. It has proven successful in adding efficiency, consistency and transparency to the numerous requests staff receives. A document describing CSP application procedures, as well as the CSP application form, are included as attachments A and B of this memorandum, respectively.

Since the district began tracking CSP requests in March of 2015, a total of 98 requests have been received. This equates to approximately 16 such requests annually, some of which take a significant amount of staff time regardless of whether or not they result in a capital project or new amenities. Of those requests, 10 have resulted in projects. This includes the following in progress or completed projects:

- Hollingshead Park: Alterations to existing irrigation demonstration garden to demonstrate xeriscaping opportunities. This project was completed in 2016.
- First Street Rapids Park: Kayak slalom course suspended from the bicycle/pedestrian bridge and adjacent rocks. This is an on-going activity governed by a Facilities Use Agreement (FUA) after initial approval in 2016.

- Pine Nursey Park: Expand the small dog park area. Construction was completed in 2018.
- Summit Park and Sylvan Park: Construction of a hitting wall at the tennis courts at Summit and Sylvan parks. This project was completed in 2018
- Farewell Bend Park: Kayak slalom course suspended from the bicycle/pedestrian bridge between Farewell Bend and Riverbend parks. This is an on-going activity governed by a FUA initially approved in 2019.
- Pine Nursey Park: Construction of five sand volleyball courts that were completed in summer 2020.
- Hillside Park: Restoration of undeveloped portion of the park with native vegetation. This work was completed in 2020.
- Big Sky Park: Create a cyclocross track in the northeast corner of the park. This is part of the scope of improvements currently under construction at the park.
- Skyline Park: Ski grooming to facilitate cross-country skiing when conditions support. This is an on-going activity governed by a FUA initially approved in 2021.
- Skyline Park: Temporary/seasonal disc golf course in the northwest portion of the park. This is an on-going activity governed by a FUA initially approved in 2021.

One of the most recently implemented CSP projects is the [temporary/seasonal disc golf course in Skyline Park](#). This project was a partnership with Central Oregon Disc Golf Association (CODGA) to provide a disc golf course for community usage from November 1, 2021 through February 28, 2022. As part of the partnership, CODGA funded the baskets, tee pads, and tee signs (at an estimated total cost of approximately \$4,100), and the district provided directional signage and in-kind labor. Based upon the data gathered by the district, the course was very successful.

- Community Feedback: To date, the district has received 28 communications of support for this use. No communications were received that expressed concerns about this use.
- Park Steward Observations: The Park Stewards received no negative feedback about this use. They noted a decrease in transient usage of the site, and indicated that when a small fire broke out on site, it was disc golf players who noticed it, put it out and alerted the appropriate people.
- Usage Data: Prior to commencement of the disc golf season on November 1, the park services team installed a trail counter at the site to track usage of the course over the entirety of the season. Over a four-month period, over 11,000 rounds of disc golf were played. This exceeds the approximately 10,600 rounds that were played at the Pine Nursery Park course during that same period of time. The higher usage at Skyline Park can be partially attributed to the newness of the course, as well as the fact that the course is shorter than the Pine Nursery course, and thus people may choose to play multiple rounds.
- Impact to other users: Despite the significant usage of the course, there are no known impacts to other recreational users or parking impacts. This can be partially attributed to the minimal recreation programming that occurred during the operation of the disc golf course. The district plans to install trail counters at the entrance to both the district lot and the adjacent Cascades Middle School lot to better understand quantity of vehicles using the parking lots during future seasons.

As a result of this positive experience, the district plans to renew the FUA for the 2022/2023 season, and extend the season through March (for one additional month of operation than in the

2021/2022 season). The district will analyze the potential of making the course permanent as part of the planned 2023 Comprehensive Plan update.

BUDGETARY IMPACT

The budgetary impact of CSP projects varies depending on the type and complexity of the individual project proposed. Those impacts, along with a funding strategy, are determined at the time the projects are evaluated and approved.

STAFF RECOMMENDATION

None, information provided for discussion only.

MOTION

None, information provided for discussion only.

ATTACHMENTS

Attachment A – CSP Procedures

Attachment B – CSP Application

Community Sponsored Projects *Procedures*

Over the years, Bend Park and Recreation District (BPRD) has partnered with individuals and groups within our community to develop outstanding projects. Given that these projects are initiated by engaged citizens and local organizations, they are aptly named Community Sponsored Projects. Community members are critical to the success of our parks, trails and recreation programs, and the new ideas and innovations that citizens foster through Community Sponsored Projects helps BPRD address evolving community needs. Through the Community Sponsored Projects process, BPRD receives input on new project ideas, innovative ways to provide services, potential private-public partnerships, in-kind or other financial support, and education and outreach opportunities. These projects have and will continue to provide a great opportunity for BPRD to engage with our local community and improve our services.

Since this program was initiated in 2015, interest in Community Sponsored Projects has continued to grow. In response to this increased interest, BPRD has standardized the way it works with those requesting projects. Please note that the district's funding and staff availability vary from year to year, and will influence the district's ability to facilitate Community Sponsored Projects.

Please review the application and contact Rachel Colton at 541-706-6192 or via email at rachelc@bendparksandrec.org with any questions you may have.

Application Steps

Applications for Community Sponsored Projects (CSP) are accepted year-round. The CSP process can require some or more of the following steps, depending upon the scale, complexity and breadth of impact of the proposed project.

1. Applicant contacts staff to discuss project idea and receive application materials if project is generally consistent with project criteria.
 2. Applicant submits the CSP application to BPRD.
 3. A BPRD staff member follows-up with the applicant about any questions, if necessary.
 4. Staff screens submitted materials to determine initial feasibility of project, and whether the project is consistent with applicable criteria. If staff determines that the project is consistent with applicable criteria, then the project will advance to the next stage of evaluation to further evaluate project feasibility. Please note that not all projects will be able to proceed to the next step in the review process given constraints related to consistency with applicable criteria, project infeasibility, and staffing and budget constraints.
 5. A staff visit is conducted to better understand the proposed project scope and feasibility. If the site visit is positive, the applicant is invited to submit a final draft of the application with any missing information completed and/or clarified.
 6. Depending upon scale, staff recommends the project to the BPRD Board of Directors for a go/no-go decision. If the Board supports the project, staff issues a Notice of Intent to approve the project. Note that smaller projects may not require board approval.
 7. In partnership with the applicant, staff writes the Project Agreement to address funding, maintenance and other relevant topics. The Project Agreement must be executed prior to project commencement.
 8. The project commences! Upon project completion, the applicant and staff complete a lessons learned process to document project accomplishments and areas of improvement. This process allows staff to continually improve upon the CSP process.
-

Necessary Application Information

- Applicant name and contact information
- Project name
- Project description
- Project location
- Square footage/acreage of project area
- Site plan
- Applicant's contribution to project
- Project budget
- Project funds/in-kind services and their sources
- Schedule
- Need for the project
- Explanation of why BPRD should be involved
- Explanation of who will benefit and how
- Demonstrated community support
- Contribution to long-term maintenance

Project Criteria

- ☐ Is the project consistent with the BPRD Comprehensive Plan?
- ☐ Does the project serve or encourage park use/access by underrepresented populations?
- ☐ Would approval of this project contribute to a broad and equitable distribution of park and/or trail development projects?
- ☐ Does this project include an outreach and education component that would encourage use by a diversity of user groups?
- ☐ Is the project consistent with BPRD policies?
- ☐ Does the applicant have sufficient funding and/or in-kind services to support project development?

- ☐ Does applicant funding include funds with a limited window of availability?
 - ☐ Has the applicant demonstrated community support for the project?
 - ☐ Is the project timeline compatible with other BPRD projects?
 - ☐ Is the project location compatible with other BPRD projects?
 - ☐ Are the demands on BPRD staff within existing capacity?
 - ☐ Are land use approvals or building permits needed?
 - ☐ Will project development require additional funding from BPRD?
-

Maintenance Criteria

- ☐ Is the project compatible with existing uses and facilities?
- ☐ Does the proposed site have adequate capacity to accommodate the use without adverse effects to the environment, existing uses, facilities and adjacent properties?
- ☐ Are the project design and materials consistent with BPRD specs and standards?
- ☐ Do the design and materials meet BPRD maintenance standards?
- ☐ Will the project require additional on-going maintenance work or reduce on-going maintenance for BPRD after completion?
- ☐ Will the applicant provide long-term maintenance (e.g., park adoption, maintenance endowment)?
- ☐ Will the project require operational funds from BPRD?

Community Sponsored Projects *Application*

Applicant Information

Please identify one person to serve as the project coordinator through the life cycle of the project and list their contact information below.

Applicant Name:

Mailing address:

Email address:

Phone number:

Date:

Project Information

Please provide as much information as possible. The more details provided, the better the chance that the project will move forward. If you do not have enough information to answer a question at this time, you will be given an opportunity to add details if the project is selected to move forward.

If you are completing this document electronically, you may add lines between questions if you require more space. If you are completing this document in hard copy, you may attach additional pages if you require more space.

Please complete this application and email it as an attachment to:

rachelc@bendparksandrec.org

Or send it to:

Bend Park and Recreation District

ATTN: Rachel Colton, Park Planner

799 SW Columbia Street

Bend, OR 97702

- 1. Project name:**
- 2. Please give an overview of your project, followed by a description of each project element.**
- 3. Describe the project location in as much detail as possible.**
 - a. What type of site does your project require?**
 - b. Why is the proposed site the best site for this project?**
- 4. Please list the square footage or acreage requirements of the project area.**
- 5. Please attach a site plan. (A site plan is a schematic drawing, as viewed from above, of the site and the location of key project elements).**

6. What are the applicant's contributions to the project? (Describe the project applicant or project team's relevant skills and availability to contribute labor, materials, funding, or other resources to the project).
7. Please attach a detailed budget. (List project components and what they will cost).
8. Please describe how the project will be funded and list the funding sources.
9. If your project is dependent on a fundraising effort, please address the following:
 - a. What percentage of the project will be funded as a result of fundraising?
 - b. How much of the funds do you currently have in cash dedicated to this project?
 - c. Describe your fundraising plan, including:
 - i. Financial goal(s) including estimated amount from in-kind and cash:
 - ii. Accounting mechanism. Is a 501-c-3 organization behind this effort?

iii. Fundraising timeline, including financial goal benchmarks:

iv. Fundraising strategies:

v. Describe your group's experience in fundraising leadership and/or contracted fundraising experience.

10. Please provide the project schedule. (List key milestones and the dates you plan to reach them).

11. Please describe the community need for this project.

12. Who will benefit from the project and how? (Provide as much detail as possible about who will use or enjoy, or benefit from this project once completed).

13. Please explain why BPRD should be involved in this project. (List in detail anything you are expecting or hoping BPRD will contribute to the project).

14. Please demonstrate community support for the project. (Describe the public support you already have, and how will you continue to engage the public to show that there is community support. The bigger the project, the broader support you will need to demonstrate. Provide letters of support if available).

15. What is the applicant's long-term contribution to maintenance? (Please provide details about how the project will be maintained after completion).

Thank you for your interest in Community Sponsored Projects with the Bend Park and Recreation District!

BOARD AGENDA COMMUNICATION

AGENDA DATE:	April 19, 2022
SUBJECT:	Transportation and Mobility Report
STAFF RESOURCE:	Sara Anselment, Planner Michelle Healy, Deputy Executive Director
PREVIOUS BOARD ACTION:	None
ACTION PROPOSED:	None
STRATEGIC PLAN:	
Pillar:	Operations & Management Practices
Outcome:	Be a local leader in environmental stewardship
Strategy:	Improve efforts to be responsible stewards of the natural environment.

BACKGROUND

In 2021, district staff was asked by the board to document how the district determines when, and how much parking, to construct. Because parking is only a small piece of the larger equation, staff will provide the board with a comprehensive report to facilitate conversation about the subject (see Attachment A).

The report covers the following topics:

- Strategies that reduce demand
- On-site parking considerations
- Parking demand management and supply strategies
- Barriers to multimodal transportation
- Green infrastructure

It further documents the various ways in which staff engages with other agencies, technical advisory committees, and stakeholders to improve transportation options and encourage multi-modal transportation throughout the district. It also provides documentation of the existing strategies used by the district to construct less parking, and lists the criteria staff considers determining if, and how much, parking to construct.

The report covers several parking demand management and parking supply strategies that may be applicable to parks and facilities. The findings describe how the context of the site influences the best strategies, and that not every parking management strategy is appropriate in every situation. When strategies are implemented, actual impacts vary depending on many factors, including geographic and demographic factors, how a strategy is implemented, and other factor unique to the site or situation. In many cases, the report's findings show that many of the district's current strategies are consistent with best-practice strategies.

Staff will provide a summary of the report's findings, and potential next steps for consideration and discussion during the board meeting.

BUDGETARY IMPACT

None

STAFF RECOMMENDATION

None

MOTION

None

ATTACHMENT

Attachment A –Transportation and Mobility Report

Bend Park and Recreation Transportation & Mobility Report



Bend Park & Recreation
DISTRICT

April 19, 2022

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Introduction

This report will document how the district currently considers and establishes parking at its facilities and how the district contributes to, and facilitates, multi-modal access within the greater transportation system. It also explores parking management strategies and best practices to reduce demand, green parking infrastructure, and other potential opportunities to contribute to increasing transportation options within the district.

The district provides diverse park and recreational opportunities and solutions aren't one-size-fits-all. Parking is only one small component of a larger conversation about mobility, and increasing mobility options may reduce the need for parking in some cases. In others, parking is necessary, and as Bend grows, so is the management of that parking. There must also be a focus on equity, ensuring district residents and visitors have equal access and opportunity to use all district resources.

District residents are increasingly focused on multi-modal transportation options. Residents are also feeling the constraints of Bend's rapid population growth, oftentimes reducing parking availability and therefore increasing the need to manage it. The Bend Park and Recreation District (BPRD) works with many local agencies, such as the City of Bend and local irrigation districts, to increase mobility options by planning and constructing trails, contributing Bend's low stress network.

The district strives to reduce the number of park visits that are made by automobiles and has implemented many strategies to reduce demand, which are explained further in this report. However, staff also recognizes that there continues to be a need to use personal vehicles to access certain parks, trails and recreation facilities or amenities. For example, a dog park user may need a vehicle to transport their dog to a park with a designated off-leash area. River users may require equipment, such as inner tubes or kayaks. Or the weather is inclement, or the amenity sought isn't biking or walking distance away.

Background

Parking Requirements

The Bend Development Code (BDC) requires a minimum number of parking spaces for specific uses. While neighborhood parks do not require parking, community and regional parks must provide one space per 10,000 square feet of area. Alpenglow Park, for example, requires 160 parking spaces under the city's current development code. Recreational facilities, such as Juniper Swim and Fitness Center (JSFC) and the Larkspur Center, requires one space per 1,000 square feet of floor area. The BDC allows for reductions to the parking minimum when certain criteria are met, such as when on-street parking abuts the site. It also sets a parking maximum of 50 percent of the required minimum, but allows exceptions when demand can be documented. Minimum and maximum parking requirements are often broad categories that do not necessarily reflect actual demand. For example, a gymnastics facility, with large apparatuses requiring a significant amount of space, is considered a recreational facility, requiring the same parking as JSFC. JSFC has many small pieces of equipment and classes that require less space, and therefore can accommodate more people within an equivalent area. Another example of this is the Larkspur Center, which will be further explained in detail later in this report.

Deschutes County Code does not specify a minimum or maximum parking requirement for parks, but rather, "... designs of parking areas ... shall be designed to promote safety and avoid congestion on adjacent streets." For Riley Ranch, the district used "contingency based planning", described in more detail on pages 11 and 12, to estimate the number of parking spaces needed. If demand warrants more parking, additional parking areas have been allocated and designed, but remain undeveloped to date.

Data-Informed Decision Making

When determining the parking needs at a specific location, especially at recreation facilities like JSFC, the district uses data based on documented demand to make informed decisions about if and when additional parking is needed, and for new facilities, to estimate demand. As a part of the Deschutes River Access and Habitat Restoration Plan, adopted in 2021, a parking analysis will be conducted at Farewell

Bend and Riverbend parks to determine how best to serve the parking needs for these two parks in the future. The district has also surveyed river users at various point in time to determine their mode(s) of transportation and residency. This data, illustrated throughout this document, may be used to inform and support parking policy decisions.

Parks, Trails and the Deschutes River

The district encompasses an area of approximately 43 square miles and serves area residents inside and outside of the district, as well as visitors to Central Oregon. Opportunities within the district include recreational facilities, access to the Deschutes River, sports fields, dog parks, picnic areas, bouldering, trails and more. Although it's not feasible to locate all types of amenities within a reasonable walking or biking distance of all residents, to the extent practical, BPRD tries to distribute opportunities and amenities throughout the district. Additionally, the 2018 Comprehensive Plan included a walkshed analysis, used to show areas of the district that are adequately served by a park or facility, and those that are not. Comprehensive plan goals of locating parks within one-half mile of most residences, and extending new and existing trails, both serve to decrease vehicle use. To ensure equitable access to all amenities, the district has placed an emphasis on increasing mobility options to allow safe and convenient multi-modal access to our facilities.



51%

of district residents live within a park walkshed

By acquiring land and constructing neighborhood and community parks in underserved areas, it decreases the likelihood that a vehicle is required to travel to a nearby park.

Park land in some already-developed areas is becoming increasingly difficult to acquire so the district is exploring providing enhanced crossings at barrier streets and other barriers, such as the railroad, to increase access per the district's definition of walkshed. At the time of writing, the district hasn't mapped or defined walksheds extending across barrier streets, even where enhanced crossings already exist. Identifying existing crossing and additional areas of need may be a project included in the upcoming comprehensive plan update.



36%

of district residents live within a trail walkshed

Increasing the quantity and length of trails provides safer, more comprehensive routes for alternative modes of transportation.

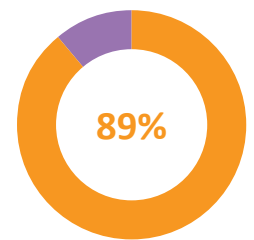
The district works collaboratively with the city to identify needs and to facilitate the construction of trails and other multi-modal facilities. In 2020, the City of Bend adopted a new Transportation System Plan (TSP), which includes a more robust network of trails and bicycle facilities, commonly referred to as the "low stress network". Trails and the low stress network also play an important role in last mile connections; that is, the beginning or end of an individual trip, primarily made by public transit.

Similar to park land, obtaining new land or easements for trails is difficult, with underlying owners often citing concerns about user conflicts, like along canals, or the cost of buying land. Only when new developments occur that meet a certain threshold can dedication or an easement be made a requirement of the development, and typically only when identified in an adopted plan. Ensuring that adopted plans are comprehensive and up to date is critical to increasing the existing network of trails and providing safe crossings. Trails and crossing will be reviewed as part of the mid-term comprehensive plan update.

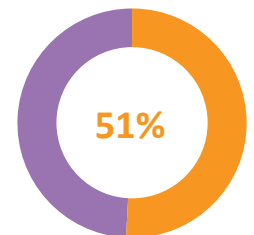
Although many, if not all, parks experience seasonal demand, parks located along the river experience significant demand during the summer months, especially on weekends. Demand decreases during the winter months. Between 2017 and 2021, rivers users, as counted at the Bend Whitewater Park, from Memorial Day to Labor Day, increased significantly, from 213,418 to 267,841 people, or 25.5 percent (Bend Park, 2017-2021).

Parks used for river access experience the highest level of congestion, and thus parking demand. A non-statistically valid survey conducted in 2020 asked approximately 700 people how they access the river. The results are shown in the graphs to the right. Respondents were invited to pick all modes that they use, which is why the percentage of total respondents does not add up to 100 percent. Personal vehicle use was the most used mode of transportation, but the survey did not differentiate between the pursued activity and mode of transportation. Some assumptions can be made that someone intending to kayak, for example, is likely using a personal vehicle to transport their boat. Regardless, from the data, we know that a personal vehicle is the most used mode of transportation to access the river.

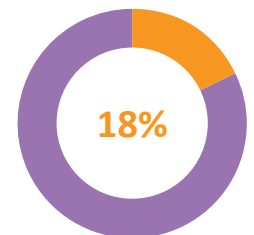
To date, the district has relied upon leased parking areas from the Old Mill District (gravel lot adjacent to the BPRD District Office) and Deschutes Brewing (a gravel lot located at the northwest corner of SW Columbia Street and SW Shevlin Hixon Drive). The lease for the Deschutes Brewing lot is expected to expire this spring due to development of the lot, and the lease for the Old Mill District lot is anticipated to end in the near future. As river users increase and parking availability decreases, the district recognizes the need to analyze the current parking availability and plan for the future. The 2021 Deschutes River Access and Habitat Restoration Plan identified 28 projects, one of which is a river access and parking analysis at Farewell Bend and Riverbend parks. The beaches at these two parks are the highest use access points to the river. The results of the analysis will help inform access, parking and mobility discussions, and decisions at and near these popular parks. This analysis is expected to commence summer 2022.



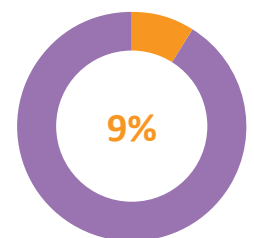
Personal Vehicle



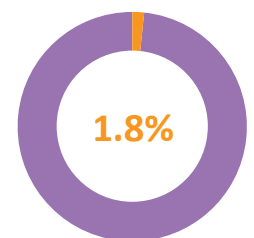
Walk or Bike



Carpool



Ride the River Shuttle



Other and Public Transit








Image source:
visitbend.com

Strategies that Reduce Demand

Current Parking Reduction Strategies

When considering the parking demand for parks and recreational facilities, the district has several strategies for reducing or eliminating the need to construct parking. The illustration below includes a list of considerations district staff uses when determining the necessity and quantity of on-site parking.

On-Site Parking Considerations

Availability of on-street parking	When on-street parking abuts the the site, no on-site parking is provided for neighborhood parks. When on-street parking is available for other uses, on-site parking may be reduced.	
Shared parking opportunities	The district has an intergovernmental agreement with the school district to share parking facilities in locations with high demand, allowing the district to construct less parking.	
Access to transit services	Transit, such as the Ride the River shuttle, allows remote parking and reduces vehicle trips, thus reducing the demand for additional parking.	
Safe, convenient pedestrian routes	Safe and convenient pedestrain routes encourage alternative modes of transportation and may reduce the demand for parking facilities.	
Use, seasonality, scheduling, etc.	How and when a park is used is considered when determing if, and how much, parking should be constructed.	

Considering the above, as well as feedback from the public, occasionally, parking is constructed at some neighborhood parks. As mentioned above, neighborhood parks do not have an on-site parking requirement, but the district acknowledges that even at smaller neighborhood parks, there may be reasons why a vehicle is necessary; such as for transporting picnicking supplies or sporting equipment, or the desired amenity isn't walking or biking distance away. When on-street parking is limited or unavailable, the district may then decide to construct on-site parking.

Canal Row Park, for example, primarily abuts Butler Market Road, an arterial, and Brinson Boulevard, a collector, neither of which permit on-street parking. The park serves an area south of Butler Market Road and northeast of Brinson Boulevard, which would require users from those areas to cross an arterial or collector street to access the park. To provide safe access for those that are not comfortable crossing busier streets, and to discourage parking in the bike lanes on Butler Market Road and Brinson Boulevard, minimal on-site parking was provided. Although a local street abuts the park to the north, park visitors would be required to park in front of residences, rather than along the frontage of the park. Parking is also somewhat limited due to multiple driveways punctuating the frontage. Generally, the district does not construct on-site parking for neighborhood parks when alternative access and off-site parking is sufficient. Of the district's 37 neighborhood parks, 11 have on-site parking.



The 10-space parking lot at Canal Row Park.

Image courtesy of Google, July 2021.

Parking Strategy Examples

Prior to constructing or expanding a parking area at facilities other than neighborhood parks, the district considers what strategies may be used to construct less parking. The considerations listed above, as well as parking supply methods, described later, are often considered.

Cedarwood Trailhead

Reduced parking may be the result of lack of available space to construct more parking, or used in connection with phased parking so as not to over-build from the start. But in some scenarios, the district simply chooses to provide less parking than demand warrants, such as the case for the Cedarwood Trailhead, and to instead better manage the impacts of spillover. At the Cedarwood trailhead, vehicles were often parked illegally on the adjacent street when the on-site parking was full. As the district conducted outreach exploring the possibility of expanding the parking area at the Cedarwood Trailhead, the nearby neighbors indicated that they did not want the parking area expanded. Using this feedback, the district instead chose to manage the spillover by collaborating with the city to post additional “no parking” signs along the streets near the trail head.

Larkspur Center

When the Larkspur Center was designed, the parking data from JSFC was used to inform the estimated parking demand for the expanded community center. The Larkspur Center opened in April of 2021, during the Covid-19 pandemic; therefore, it's too soon to know if parking is sufficient. There is no on-street parking available abutting the site, thus, all parking was required to be constructed on-site. The architect, Barker Rinker Seacat Architecture, assisted with estimating the parking demand, providing parking data from 46 similar facilities. Of the 46 recreational facilities, the average parking rate is 3.48 parking spaces per 1,000 square feet of floor area (“Historical Recreation Center Parking”. 2016). The Larkspur Center shares the site with Larkspur Park and the Larkspur Trail head. For the Larkspur Center, excluding the surrounding park, the parking stalls allocated to facility equates to 1.5 spaces per 1,000 square feet of area. Because the site is shared, and there was existing parking to serve the park and trail head, the existing parking on the site acts as overflow when demand is high. The total for all parking stalls on-site was 4.8 spaces per 1,000 square feet of floor area. While this is over the average of 3.48, the majority of the sites did not share parking with other uses.

To date, the Larkspur Center has experienced insufficient parking during special events, however, given the infancy of the facility, there may be opportunities to better manage the available parking, rather than increase the physical supply. Should the demand consistently exceed the supply, an area of the site was reserved to construct an additional phase of parking.

Riley Ranch

Riley Ranch also utilizes a phased parking model. Phased parking is also known as contingency-based planning, which is described in more detail later in this report. At Riley Ranch, one of the three parking areas has been constructed to date. However, should demand exceed supply, there are other factors that may be considered when determining if increasing supply is the best option at that time.

Riley Ranch is a nature preserve, providing a different experience than many other parks within the district. Intentionally limiting, or reducing parking may reduce strain on resources, or enhance the user experience. There is no on-street parking near Riley Ranch, so any spillover parking must be managed to prevent illegal parking or parking on sensitive areas. Once the Deschutes River Trail is expended to serve the park, accessing the park by bike or walking will be easier, which may also decrease the need for additional parking.

Juniper Swim and Fitness Center

Even when accounting for alternatives to on-site parking, the demand can still exceed the supply. The district seeks to be good neighbor, and while street parking is an important strategy to reducing on-site parking needs, it must be balanced with the impacts on surrounding neighbors and safety concerns. As the size and popularity of the JSFC has grown, additional parking has been added. At peak times, there were regularly 40 or more cars parked on 5th Street and 6th Street, between Greenwood Avenue and the facility. The spillover impacted neighbors and created a safety concern, including single lane traffic on 5th Street and challenges crossing the street (M. Mercer, personal communication, January 4, 2022). Therefore, it was decided that the on-site parking should be expanded.

The table below illustrates parks and facilities within the district that use one or more parking reduction strategy.

Parks with Parking Reduction Strategies

Park Name	Classification	No Parking	Reduced Parking	Shared Parking	Phased Parking
Alpenglow Park	Community Park			●	
Discovery Park	Community Park	●			
Cedarwood Trailhead	Trailhead		●		
Drake Park	Community Park	●			
Farewell Bend	Community Park		●		
Pacific Crest Athletic Fields	Athletic Fields			●	
Riley Ranch	Regional park		●		●
River Bend Park	Community Park		●	●	●
Shevlin Park	Regional park		●		
Skyline Park	Sports Complex			●	
Larkspur Center	Facility				●

In addition to the strategies listed above and on the previous page, the district employs additional strategies to reduce the need to construct additional parking, described below.

Shared Parking

As mentioned previously, the district leases two undeveloped lots near the river to use for parking. Lease agreements are win-win, such that the district does not have to construct parking, and in exchange for the lease, the underlying property owner is exempt from property taxes. When the opportunity to lease parking is

available in critical locations, the district will continue to pursue this option. Shared parking, discussed later, is a well-known strategy to reduce the number of parking lots that need to be constructed, but can be difficult to employ (T. Marx, personal communication, February 10, 2022). The upcoming river access and parking analysis at Farewell Bend and Riverbend parks includes evaluating availability and strategies for shared parking, which the district will continue to pursue.

Event Management

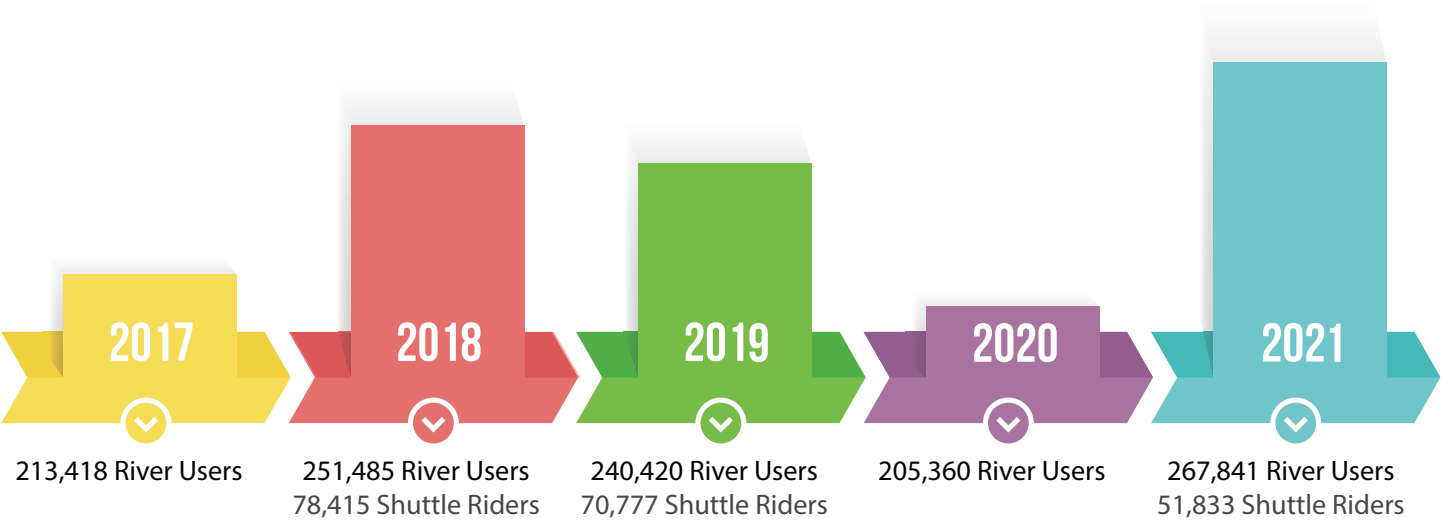
When large events are planned on district property that will temporarily increase the parking demand beyond the available capacity, the district requires the event organizer to provide a logistics plan. Plans vary by park, the availability of nearby parking, and by event. Examples include shuttles, shared parking with schools or business, parking monitors, cones and signage. The event organizer may also need to coordinate with Diamond Parking (city-contracted parking management), the city and/or the Old Mill District, depending on the expected demand, in order to reduce impacts to nearby businesses and residential areas.

Remote Parking

Remote, or off-site parking, is another strategy that uses shuttle (transit, bus) services to connect destinations with remote facilities, allowing them to be farther apart than would otherwise be acceptable. In partnership with Cascade East Transit (CET), the district has seen success with remote parking for river users. Known as the Ride the River shuttle, river-users, most often those floating, park at a district-owned Park and Float lot near the Pavilion to board the shuttle. The shuttles drop riders off at Riverbend Park to access the river, and then picks them up at Drake Park, the most popular take out location for floaters, shuttling them, and their flotation devices, back to the parking lot.

The graph below shows the number of rivers users that floated through the Bend Whitewater Park between Memorial Day and Labor Day. The corresponding number of shuttles riders (Cascade East Transit, 2018-2021) is shown on the second line, although not represented on the graph due to limited data. Due to the ongoing Covid-19 pandemic, the Ride the River shuttle did not run in 2020 and capacity was decreased in 2021. Nonetheless, the popularity of the shuttle is well documented with approximately 30 percent of river users riding the shuttle during a “normal” year.

River Users / Ride the River Shuttle Counts



Recent discussion with the City of Bend Parking Services Division Manager, Tobias Marx, indicate a desire to increase shuttle stops at other popular parks along the river to increase options, and therefore riders. BPRD staff will continue these conversations with the city and CET and share more information in the future.

Parking Demand Management and Supply Strategies

There are many parking demand management and supply strategies that can be used to reduce parking and encourage alternative modes of transportation. Most, though, apply to congested city-centers that experience a consistent pattern of demand, and to multifamily housing. Therefore, only strategies that may be applicable to the unique needs of park and recreational facilities are described below.



Time limited parking is both a demand management and a parking supply strategy. By reducing the length of time one can park, time limits may encourage those that require extended time to use an alternative mode of transportation. For those not requiring additional time, it increases turnover, thus increasing the parking supply. Time limited parking is best used in areas with high demand, where turnover is practical and desired, and where spillover parking will not burden residents. Enforcement is required to ensure adherence to posted time limits.

The streets adjacent to Miller’s Landing Park will soon (expected spring 2022) be made a permanent parking district with time-limited and paid parking. The district is collaborating with the city to determine the best course of action for the existing parking lot. Miller’s Landing may serve as a test case as the city expands parking districts. The district will monitor the outcome of the program and feedback from the public.



Paid parking, also known as parking pricing, is another common tool to encourage turnover and alternative modes of transportation. It may be used with or without time limited parking. As with time limits, paid parking must be carefully planned and managed so as not to create spillover that adversely impacts neighboring areas. Collaboration with the city and other stakeholders would be necessary to ensure consistency throughout the system.

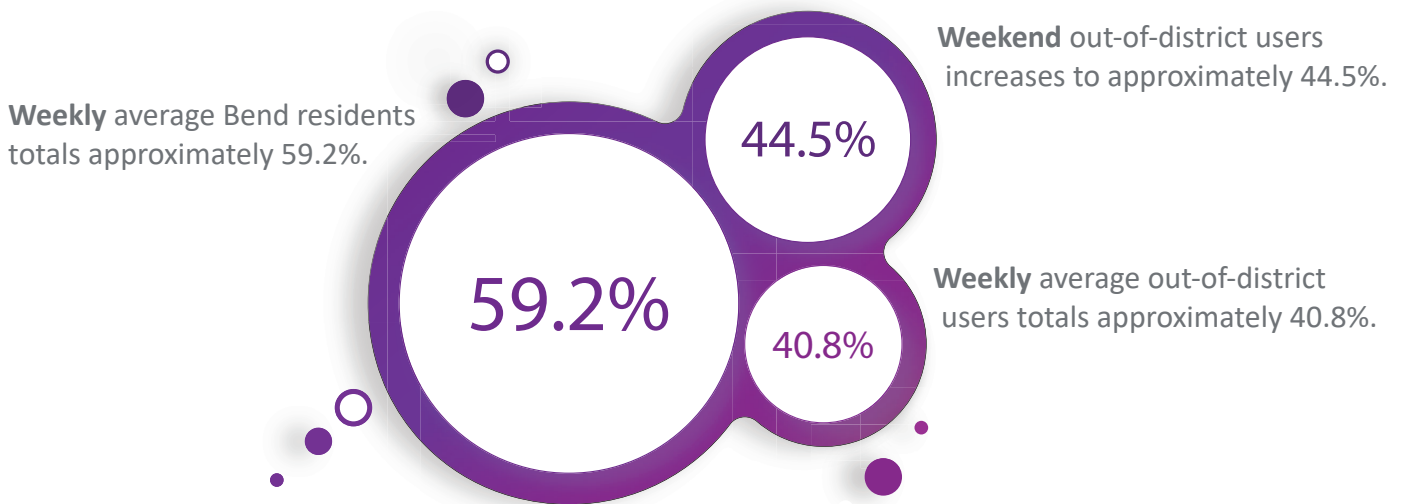
Recently, paid parking has become part of the equity conversation: Donald Shoup, known for his book *The High Cost of Free Parking*, argues that everyone pays for parking, including those without a vehicle. The cost of constructing and maintaining parking is passed on through higher rents and the prices of goods and services, which the consumer ultimately pays for, whether or not they have a vehicle. However, parks are “free” to use, or are already paid for by taxes and System Development Charges (SDCs), depending on how one looks at them. For recreational facilities, such as the Larkspur Center, where no on-street parking abuts the site, one may argue that users are already paying a membership and/or program fees, and paying for the facility (whether they use it or not) through the bond measure passed to fund construction. Adding a third fee may be viewed negatively.

Implementation of a paid-parking program is typically better received by the public when those impacted have expressed a desire for parking management. For example, if district residents express concern that access to the river is increasingly constrained, and they’re in favor of increased management, a pilot program may be beneficial for gauging the success of paid parking, or for the aforementioned time limit parking, or a combination of the two. Given that demand is seasonal and peaks during weekends and mid-afternoon hours, with a paid parking program, charging only during peak use, or adjusting pricing during peak use, such as seasonally, on weekends or holidays with high use, and/or peak time of day, would be a consideration. The district must remain cautious of creating barriers, or even the perception of barriers, to equal access. To ensure that cost is not a barrier, ensuring that free or low-cost parking is available within a reasonable vicinity, or remotely (but still convenient), is necessary. A common option used by park and recreation entities is a fee structure based on residency.

Some offer free parking for residents, such as the City of Boulder, and only charge out of district residents. Others, Ottawa County, Michigan for example, offer a rate structure with reduced rates for residents with further reductions for seniors, and free passes for low-income residents.

For context, in 2019, a non-statistical survey was conducted at seven high-use parks along the river, from the Cedarwood Trailhead to Drake Park. The survey was conducted between July 7 and August 17, on different days of the week and at different times of the day, including both peak and non-peak days and times. As illustrated in the image below, Bend residents¹ only average a little over half of all users. User activities included walking, on-water activities (floating, surfing, etc.), wading, viewing and similar activities.

Resident versus Non-Resident River Users

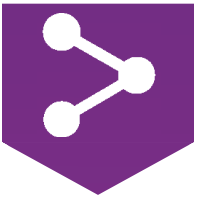


Paid parking is only one of several tools to regulate parking. It tends to be most effective and beneficial if implemented as part of an integrated parking management program that includes support strategies, such as increased parking options, improved user information, and improvements to alternative modes (Littman, 2021a).



Smart technology systems can be used to help drivers find a vacant parking spot, to collect payments, and to collect data like demand analysis. Systems range from sensors, either embedded in pavement or overhead, to cameras. Systems can include apps, real-time signage, and integration with common mapping apps, such as Google Maps. Smart parking technology can reduce unnecessary vehicle emissions caused by drivers searching for an open space and they can reduce frustration for drivers by providing data on where parking is available or by showing demand. Systems can also generate data that can be leveraged to connect users to other modes of transportation, such as integration with a mobility hub, where riders can access bikes shares, scooters or public transportation. The downside, of course, is cost. The City of Bend desires to implement smart parking technology but currently does not have the budget for it. The city is interested and encourages partnerships with stakeholders, such as Oregon State University (OSU), the Old Mill District and BPRD. Using one technology by all stakeholders allows user-familiarity, cost sharing and synchronization.

¹ "Bend" may include areas outside of the district boundary but that use a Bend address.



Shared parking takes advantage of the fact that most parking spaces are only used part-time by a particular motorist or group and that many parking facilities have unused spaces with use patterns that follow predictable daily, weekly and annual cycles. Reducing the number of parking lots that need to be constructed may also increase green space and reduce the detrimental effects of pavement. Unfortunately, shared parking agreements can be difficult to obtain with private property or business owners citing concerns about enforcement and additional wear and tear increasing maintenance costs (T. Marx, personal communication, February 10, 2022). Currently, the district has shared parking agreements in place with the school district and some private property owners adjacent to the river, but is open to more.



Remote parking refers to the use of off-site parking facilities, usually accessed by transit or shuttle services. Remote parking often involves shared facilities, but may also use public or commercial parking lots. The district's Park and Float parking lot is an example of remote parking with shuttle service. Remote parking may also be used for overflow parking during events that attracts large crowds. When the district requires a logistics plan for large events, remote parking is often used when there isn't sufficient supply in the immediate vicinity.



Efficiency based standards consider geographic, demographic and economic factors that affect parking demand and size facilities for optimal utilization, rather than peak demand. This means that most parking lots are allowed to fill, provided that management strategies can ensure user convenience and address any problems. As mentioned previously, community and regional parks, as well as recreational facilities, are subject to the city's parking requirements, which currently set minimum parking standards based on the use. The city's development code does allow some flexibility, and with changing attitudes about parking, it's not unreasonable to think that the development code could be revised to eliminate parking minimums and instead rely only upon parking maximums.

Rather than always provide a more-than-sufficient supply of parking, adjusting the parking supply to allow a lot to fill occasionally is a "design hour" adjustment used to determine the amount of on-site parking to supply. For design hour parking to work, the on-site parking lot is allowed to fill, but with management strategies in place to ensure user convenience and to address any issues that may arise. For example, there are alternative transportation options available nearby and travelers have information on these options, or, a lot is allowed to fill daily, weekly, or monthly, whatever the case may be, but overflow parking or on-street parking, sufficient to meet typical demand, is provided nearby. Rather than the typical "conservative" parking approach, that is, parking for peak demand, design hour parking considers the various factors that affect demand and optimal parking supply. In the best cases, partnerships between nearby business owners allow overflow parking on one another's sites during their respective off-peak hours. Or, it may be that public parking is available a few blocks away. Regardless of the type of parking, provided that there is ample supply, agreements in place, and motorists are informed, design hour parking reduces the number of stalls required to be constructed within a given area. Riverbend Park is an example: The Riverbend Park parking lot fills frequently during the summer, but not during winter, and parking is provided in nearby leased parking lots, as well as remotely, accessed by the Ride the River shuttle. During concerts at the nearby amphitheater, usually held at night, concert patrons park in the same lots.

Because it's not always possible to predict exact parking demand or a management program's effectiveness, efficiency-based standards rely on contingency-based planning.

Contingency-based planning may be used alone, or as part of a design hour parking supply strategy. Used alone, a predicted range of parking supply is determined, and initially constructed at the lower-bound value, with land-banked for future expansion. The banked land can be maintained as open space if and until additional parking is needed. Conditions are then monitored, and parking is only expanded if demand warrants it and any other management strategies aren't enough. For example, the parking at Riley Ranch was designed with a total of three lots; to date, only one of the lots has been constructed, and land is banked to allow expansion if needed. The Larkspur Community Center also has land banked for expansion if needed; when the initial parking was constructed, the banked land was graded to allow ease in future construction, but is maintained as open space in the meantime.



Partnerships provide opportunities for cost sharing, increasing parking supply, and consistency in approach. The district is actively engaged with many stakeholder groups, particularly those that are seeking to increase and improve mobility options. District staff are engaged with various task forces (as applicable), city and county staff, and Cascades East Transit, to name a few. The City of Bend is likely the largest partner with staff engaged in many areas, including bond projects for pedestrian improvements, reviewing land use submittal for trails and network connections, input on the Transportation System Plan, and regular meetings with the city's parking services division manager. Currently, the city is leading an effort to provide bike share locations and other micro-mobility options. They currently partner with OSU in this effort, but have suggested BPRD as a partner as well, suggesting that key parks can host bike or scooter shares, or even act as a transit hub if/when the Ride the River shuttle is expanded.

Other opportunities for new or increased partnerships may include the OSU Mobility Lab, Cascade East Transit (staff is currently engaged with the Mobility Hub Technical Advisory Committee), Commute Options, Bend Bikes and Visit Bend. Partnerships can be as simple as assistance with messaging, such as Visit Bend promoting the river shuttle, or using cycling route data from Bend Bikes to classify bike route options based on a user's comfort level. Partnerships are essential for integrating technology, shared parking, signage, messaging and generally providing a comprehensive system that works effectively for all users, regardless of mobility choice.



Creative solutions to demand and supply management should also be considered. Many communities have used unique ideas to discourage spillover traffic, reduce demand or increase supply. Two unique ideas are described below.

Incentive programs and campaigns may encourage alternative modes of transportation. They may be used individually, or offered in tandem. Campaigns, such as National Walk to Parks Day (annually on October 10) and Open Streets Day (in partnership with the city), offer temporary means of reducing demand, and may encourage a new mode of transportation for a user. Perhaps they'll discover walking or riding their bike was faster or easier than they thought.

Although not necessarily a recommendation, the following is an example another of creative solution. Dog are common in Central Oregon, and therefore the demand for off-leash areas are too. Although off-leash areas are distributed throughout the city, they're not all within a reasonable walking distance to every resident. To accommodate the need for off-leash play, some cities, such as Boise, Idaho (City of Boise, N.D.) allow specific hours in which dogs may be off leash in parks, or even on certain trails. Times may vary, but are commonly an hour or two

before typical work start times, and an hour or two after typical work end times, or during times that avoid other peak usage, such as after school. By locating opportunities for dogs to play close to home, we may reduce traffic, congestion and the demand for parking stalls.



Security improvements, such as bike lockers, or strategically locating bike racks to allow cyclists to keep an eye on their bicycle, may encourage biking to a destination when security is a consideration. Although the majority of the district’s parks and recreational facilities have bike racks, a standard bike rack isn’t always sufficient for security. Bend is a destination for mountain bikers, which also means that Bend is a destination for bike thieves. In 2015 the Bend Police Department received over 360 bicycle theft reports which accounted for more than 400 stolen bicycles inside Bend city limits. Of those, 29 percent reportedly had a lock defeated or cut (“How Not to...”, ND). Additionally, storage lockers for personal belongings such as backpack or a jacket, may provide those using an alternative mode of transportation the peace of mind that they can securely stow their belonging, even without a vehicle to lock them in.

Parking management strategies are most effective when combined with other strategies, such as increasing the walkability of a location, increasing transit options in the vicinity, or implementing shared parking. Most parking management strategies have modest individual impacts, typically reducing parking requirements by 5-15 percent, but their impacts are multiplicative and synergistic when combined, and generally increase as programs mature (Littman, 2021b).

Many of the strategies listed above are not without potential disadvantages. For example, paid parking and time-limited parking have transaction costs, such as for equipment and the administrative costs of collecting fees and enforcement. Remote parking, for example, may require subsidizing the cost of a shuttle. In areas where there is other unrestricted parking available, some strategies may cause spillover (“Parking Solutions”, 2017). Evaluation to determine the effectiveness or benefit-cost ratio of some of the strategies above may be necessary.

In addition to implementing parking supply strategies, the district will continue to work internally to continue to only supply the necessary parking. The Bend Development Code (BDC) allows for small reductions (5-10 percent) to the required parking minimum when certain conditions exist or amenities are provided. Currently, the district is limited to the reductions permitted within the BDC, but being cognizant of the reductions allows the district to incorporate them into park and facility designs when applicable.

The district updates its development standards annually; the next update will provide more direction and guidance on parking. The current standard for neighborhood parks states, “On-street parking will be the norm. Limited off-street parking, particularly accessible parking, may be provided when space allows, or when on-street parking is not available.” The update will include a formalized list of considerations regarding the context of the site and strategies that may be implemented to reduce the need for parking, or to construct less parking. Similarly, for community and regional parks, and recreational facilities, where on-site parking is typically required, the standards will be updated to direct staff to consider parking supply strategies to limit on-site parking where practical. Further, the standards may also direct users to the Bend Development Code for allowable on-site parking reductions that may also be considered.

Entities can increase transportation options, such as providing more bike or scooter share locations, or more bike lanes, but if barriers to mobility exist, “more” doesn’t help reduce demand. Removing barriers to multimodal transportation may increase the use of alternative modes. The next page outlines several barriers that may deter people from using alternative transportation.

Barriers to Multi-Modal Transportation

Many barriers to multi-modal transportation can be reduced or removed to encourage alternates modes.



Incomplete or missing sidewalks and trails require users to share roadways, or take a less desirable route.



Pedestrian ways may be too close to vehicles travel lanes for users' comfort when there isn't a physical separation between the vehicle lane and the pedestrian way.



Insufficient lighting for users to feel reasonably safe at crossings, or to illuminate bike and alternative transportation storage.



Lack of safe crossings on busy streets. Safe crossing may include grade separated crossing, or rectangular rapid flashing beacons. Some signalized intersections do not detect bikes, requiring the rider to dismount and cross with pedestrians.



Bicycle parking isn't available, or, users' needs for security and convenience aren't met with existing facilities.



Transit options aren't convenient or comprehensive enough to serve the facility and/or the end user.



Bike lane users may feel unsafe on a shared vehicle route when vehicle speeds are high and there isn't a sufficient buffer between the bike lane and the vehicle lane.

Green Infrastructure

Acknowledging that some parks and facilities will require on-site parking, either to meet demand or as required by city or county code, there are many tools and considerations to make parking less impactful. One way of reducing the environmental, social and economic costs of parking is with green infrastructure. Green infrastructure encompasses materials, storm water management, design, plants and trees, and site infrastructure.

The capital expenses associated with green infrastructure may be less, too. Planting a rain garden to manage drainage may cost less than digging tunnels and installing pipes for drywells. Although the initial costs of permeable pavement may be more expensive, the Iowa town of West Union determined it could save \$2.5 million over the life span of a single parking lot by using permeable pavement instead of asphalt (Denchak, 2019).

Advances in paving materials now include pervious surfaces that allow stormwater to filter naturally back into the ground, as well as cool pavements that reduce the heat island effect. The design of a parking lot can decrease the paving area too; angled parking stalls typical requires less asphalt than parallel parking stalls, and compact stalls (allowed in some cases by the BDC) typically require 20 percent less space than full size stalls. And, using “wasted space” when appropriate can be appropriate for compact vehicle spaces and motorcycle and bicycle spaces.

Sustainable stormwater management focuses on reducing runoff and improving water quality through plantings, absorbent gardens, and other measures that capture, filter, and reduce stormwater runoff. Some methods of bioretention include vegetated swales, also known as bioswales, raingardens or vegetated medians, and other landscaped depressions that allow runoff to pond in a designated area, then filter through soil and vegetation. Not only do bioretention areas benefit the environment, they can improve biodiversity and improve the aesthetics of parking areas. Examples of bioretention methods can be found at Pine Nursery, Alpenglow and Farewell Bend parks.

Planting deciduous trees in and around parking areas also reduces stormwater runoff by allowing the trees to absorb the water. In addition, trees reduce the heat island effect by shading pavement, and play an important role in the overall water cycle by providing evapotranspiration. They also contribute to the aesthetic look and feel of a parking area.

The district can also enhance and encourage sustainability through parking lot infrastructure, such as by using solar powered luminaries or providing EV charging stations. Interpretive signage identifying different features in parking lots can be used to teach visitors the benefits of green infrastructure design. Until the need for parking is eliminated, designing parking areas to have the least impact on the environment is a best practice.

Conclusion

Mobility means different things to different people. Mobility choice can change depending on the destination, season, weather, time, and a multitude of other factors. Respecting these factors, the district can continue its emphasis on equity by removing barriers, distributing parks, trails and recreational facilities throughout the district, and by working with strategic partners to increase mobility options and opportunities.

There is no one-size-fits-all solution to transportation, mobility, or parking, but rather, an entire toolbox of strategies to increase mobility options and reduce the impacts of personal vehicles. Implementing best practice is often the result of collaboration, outreach, and in some instances, professional analysis. As illustrated throughout this report, the district uses many best practice methods and is proactively involved with key stakeholders to improve transportation and mobility throughout the district.

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Board Calendar 2022

**This working calendar of goals/projects is intended as a guide for the board and subject to change.*

May 3

Work Session

- ◆ Employee Engagement Survey – *Don Horton and Bob Lavigna (45 min)*
- ◆ DEI Update – *Bronwen Mastro (30 min)*
- ◆ SEM/Sustainability Plan/Community Solar (30 min)

Business Session

- ◆ Adopt Resolution No. XXX – Adopting a Revised Fee Schedule for System Development Charges, effective July 1, 2022 – *Kristin Donald (15 min)*
- ◆ Bend Elks Baseball Club Lease Amendment – *Don Horton (30 min)*

May 17, 19, 20 Budget Committee Meetings

June 7

Work Session

- ◆ North Unit Canal Trail update – *Henry Stroud*

Business Session

- ◆ Adopt Resolution No. XXX Adopting the 2023-2027 CIP – *Michelle Healy*
- ◆ Hold Public Hearing and Adopt Resolution No. XXX – Adopting the Budget and Making Appropriations for Fiscal Year 2022-23, and Adopt Resolution No. XXX - Imposing and Categorizing Taxes for Fiscal Year 2022-23 – *Kristin Donald (15 min)*
- ◆ Approve Park Event Rentals Policy – *Michael Egging and Becky Rexford (20 min)*
- ◆ Budget Committee Appointment Process/Board Chair and Vice Chair Terms
- ◆ Approve Mat and Linen Services Contract – *Justin Sweet (10 min)*

June 21

Work Session

Business Session

IGA with the City for Mirror Pond Silt Removal – *Don Horton (30 min)*

Park Services Report: Prescribed Fire – *(30 min)*

Park Services Report: Hardsurface Program – *Alan Adams and Jason Monaghan (15 min)*

Update on Bi-lingual Communications – *Julie Brown and Kathya Avila Choquez (20 min)*

Sustainability Plan

Website Update/Data Sharing

Special/Public event policy – *Matt Mercer and Michael Egging (30min)*

Award GMP for Drake Park DRT Project – *Brian Hudspeth*

NUCT ROW and Design Consult Contract Approval – *Henry Stroud (30 min)*

Updated easement policy

Budget Committee Selection Process