



Bend Metro Park & Recreation District

December 06, 2022

Board of Directors Agenda and Reports

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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.

play for life

District Office | Don Horton, Executive Director

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

EXECUTIVE DIRECTOR’S REPORT

PROJECT REPORT – In board packet

BOARD MEETINGS CALENDAR

GOOD OF THE ORDER

ADJOURN

Executive Session – The Board will meet in Executive Session after to 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.



Accessible Meeting/Alternate Format Notification

This meeting location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format or other accommodations are available upon advance request. Please contact the Executive Assistant no later than 24 hours in advance of the meeting at sheilar@bendparksandrec.org or 541-706-6151. Providing at least 2 business days’ notice prior to the meeting will help ensure availability.

BOARD AGENDA COMMUNICATION

AGENDA DATE:	December 6, 2022
SUBJECT:	Riverbend and Farewell Bend parks Parking and Access Analysis
STAFF RESOURCE:	Rachel Colton, Park Planner
GUEST PRESENTER:	Karen Swirsky, Kittelson & Associates
PREVIOUS BOARD ACTION:	November 2, 2021 Approved the Deschutes River Access and Habitat Restoration Plan
ACTION PROPOSED:	None
STRATEGIC PLAN:	
Pillar:	Operations and Management practices
Outcome:	Be a local leader in environmental stewardship
Strategy:	Improve efforts to be responsible stewards of the natural environment

BACKGROUND

On November 2, 2021 the board approved the [Deschutes River Access and Habitat Restoration Plan](#) (plan). The plan includes a total of 28 projects with two focused on parking and access at Riverbend and Farewell Bend parks. Specifically:

- **Project 11: Farewell Bend Park – North Parking Analysis.** The district shall complete a parking analysis for parking proximate to Farewell Bend and Riverbend parks to determine how best to adequately address parking needs for these parks.
- **Project 12: Farewell Bend Park – North Parking Improvements.** If supported by the parking analysis, the district should increase parking for park users by changing parallel parking to angled parking. In addition, a loading zone should be added.

The technical memorandum included as Attachment A of this board communication was developed to implement project 11 noted above. The memorandum is organized into three areas:

1. **Introduction:** describes the background, setting, and reasons for the study.
2. **Date Collection:** describes the data collection, results, and conclusions that can be reached from the data.
3. **Recommendations:** includes high-level concepts for the near and longer-term recommendations based on the understanding gained from the data collection.

At the board meeting, Karen Swirsky of Kittelson & Associates will provide a high-level overview of the memorandum and be available to answer any questions.

BUDGETARY IMPACT

The district’s 2023-2027 Capital Improvement Plan allocates \$45,000 in property tax funding in fiscal year 2022-2023 for the initial parking and access study at Riverbend and Farewell Bend parks. Approximately \$20,000 remains in the FY22/23 budget for additional work. The results of this study will help inform the future scope and design for river access improvements planned at Riverbend Park, as well as support ongoing operational strategies to manage river access at Riverbend and Farewell Bend parks.

STAFF RECOMMENDATION

None, information provided for discussion only.

MOTION

None, information provided for discussion only.

ATTACHMENTS

Attachment A – Final Draft BPRD River Access and Parking Study Technical Memorandum, Kittelson & Associates

Technical Memorandum

November 14, 2022

Project# 27901

To: Rachel Colton
Bend Park and Recreation District
799 SW Columbia Street
Bend OR 97702

From: Karen Swirsky, Phill Worth, and Matt Kittelson, Kittelson & Assoc.

RE: BPRD River Access and Parking Study

Executive Summary

In order to better understand the peak summer demand for motor vehicle parking associated with Bend Park and Recreation District's (BPRD) Riverbend and Farewell Bend parks, a study was conducted to determine utilization in the area. Parking lots and on-street parking were inventoried as shown in Figure 1, and hourly utilization rates were counted for two peak days in July 2022 (see Appendices A.1 and A.2). Counts included BPRD-controlled lots, lots controlled by others, and on-street parking. Counts occurred on one weekday and one weekend day. The weekend date included a concert at the Hayden Homes Amphitheater (Amphitheater). In addition, BPRD staff conducted an intercept survey of park users (see Appendices B and C) over three days. As expected, use of the parking associated with the river parks is high and is exacerbated by events at the Amphitheater; however, the data reveals that BPRD's overall parking supply is adequate to meet peak demand, with several areas consistently underutilized. Parking management is recommended.

This memo is organized as follows:

1. **Introduction** describes the background, setting, and reasons for the study.
2. **Data Collection** describes the data collection, results, and conclusions that can be reached from the data.
3. **Recommendations** includes high-level concepts for near-, and longer-term recommendations based on the understanding gained from the data collection.

1. Introduction

As Bend has become an increasingly popular place to live, work, and play, the area's recreational amenities have experienced an increased number of visitors. This is particularly true for the Riverbend and Farewell Bend parks, which host hundreds of events a year and provide play equipment, open lawn space, picnic tables, shelters, restrooms, off-leash dog water access, as well as highly attractive access to trails and the Deschutes River. The popularity of water sports, such as stand-up paddling and other floatation devices (aka "floaties") has grown significantly over the past decade. For residents and visitors alike, the park experience frequently begins with finding suitable parking for a personal vehicle.

Peak parking demands occur during the summer season. Close-in parking is in very high demand, particularly for those who bring heavy or bulky equipment. At the same time, changes to land use in the area of Riverbend and Farewell Bend parks may result in a reduced parking supply.

BPRD’s key goal for this River Access and Parking Study was to gather data to inform the development of options to improve access at Riverbend and Farewell Bend parks for all residents and visitors. Understanding the existing parking inventory and use patterns leads to the development of recommended strategies to address existing and future access needs for the two parks.

2. Data Collection

The data collection for this project consisted of three parts: (A) confirmation of the number of available parking spots for motor vehicles and bicycles; (B) a parking lot occupancy count for motor vehicles at select lots and on-street parking, and (C) direct user feedback through intercept surveys at Riverbend and Farewell Bend parks.

Figure 1 shows the locations of the parking areas surveyed. Table 1 summarizes the inventory of existing parking, for both motor vehicles and for bicycles, in the locations that were selected for the occupancy survey.



Figure 1 Parking Survey Locations

A. Confirmation of Available Parking Spaces

Where motor vehicle spaces are marked with paint, actual counts were made. For the unpaved lots or unmarked on-street parking, the number of spaces was estimated. To get the estimated inventory totals for each unpaved parking area, the team used the busiest part of the day to count all parked vehicles along with empty spaces between them. The totals for the fullest areas were extrapolated onto other areas of the lot that were not full during the busiest times. For on-street parking, spaces were assumed to be 22 feet long if not marked.

For bicycle parking, hoop style racks were assumed to accommodate two bicycles each. The post-style racks near the picnic pavilion in Farewell Bend Park were also assumed to accommodate two bicycles each.

Lots owned or controlled by BPRD are shown in *italics*. BRPD owns or controls a total of approximately 677 spaces spread out over these facilities.

Table 1: Confirmation of Number of Parking Spaces for Motor Vehicles & Bicycles

Location	Motor Vehicle Parking	Bicycle Parking Spaces
<i>Riverbend Park (District Office & park)</i>	119	8 spots (4 hoops) by District Office; 12 spots (6 hoops) @ river put-in
<i>Dog Park lot (unpaved)</i>	170*	0 (several bikes observed locked to the fence along the Dog Park)
SW Columbia St on-street parking	52*	0
SW Shevlin-Hixon Dr on-street parking (S of Simpson Ave)	60*	0
SW Shevlin-Hixon Dr on-street parking (N of Simpson Ave); includes 14 diagonal spaces associated with McKay Park	82*	0
Mt. Bachelor Park and Ride lot	238	6-8 (corkscrew style, # of bikes accommodated depends on how they are stowed)
<i>Farewell Bend Park west lot</i>	16	0
<i>Farewell Bend Park mid lot</i>	16	6 spots (3 post style) @ picnic shelter
<i>Farewell Bend Park east lot</i>	14	0
Deschutes Brewery (unpaved)	141*	0
<i>The Pavilion lot</i>	63	6 spots (3 hoops)
<i>Park & Float lot</i>	279	0
Old Mill District (OMD) West-Side parking	141	0
Deschutes Ridge Business Park lots	214	Not counted

* Estimated

B. Parking Occupancy Data Collection

Approach

Motor vehicle parking occupancy counts were conducted for the areas listed in Table 1. The counts were conducted on two dates, Wednesday July 27th and Saturday July 30th. The mid-week date was chosen to capture a typical summer day without a concert scheduled at the Hayden Homes Amphitheater, and the Saturday date was chosen in order to count a day that included a concert by Dark Star Orchestra, a

Grateful Dead cover band, which started at 6:30 pm. This concert had a relatively small attendance of around 1,811 attendees (Hayden Homes Amphitheater capacity is 8,000).

A drone count was flown hourly on both dates from 10:00 am to 8:00 pm. The drone images were then analyzed and tabulated. The results are shown in Appendices A.1 and A.2 and discussed below.

Results

The occupancy data revealed several issues that will help inform recommendations for future parking management. Some lots were full or overfull and others are very underused. Lots that are under BPRD control (either ownership or agreement) are shown in *italics*.

Full & Overfull Lots

For the purposes of this discussion, 85% occupancy was chosen to indicate a “full” lot. Generally, this is a useful yardstick to determine the point at which drivers are beginning to experience difficulty in finding an open parking spot. When parking occupancy data shows a rate of over 100%, that indicates that some people are parking illegally and these lots are termed “overfull”.

Three parking areas surveyed for the project consistently met or exceeded 85% occupancy for the study period:

- ***Farewell Bend Lots:*** For the mid-week sample day, the west and mid Farewell Bend lots began to be full (more than 85%) by noon and remained that way until the end of the count period at 8:00 pm. The Farewell Bend east lot was also full by 3:00 pm until 8:00 pm. After 4:00 pm, both the west lot and the east lot also experienced periods when parking was over 100%. For the Saturday count, all three Farewell Bend lots were full or overfull by 10:00 am and remained that way until nearly the end of the count.
- ***Riverbend Lot:*** For the mid-week sample day, the Riverbend lot was moderately full all day, and hit the over 85% occupancy at 2:00 pm and stayed high until the end of the count at 8:00 pm. On Saturday, the day of the concert at the Hayden Homes Amphitheatre, parking use was over 85% until 6:00 pm, when it dropped to around 70%. Utilization remained relatively high until the end of the survey period. The relatively high parking utilization of the Riverbend Park in those later hours (7:00 to 8:00 pm), after most park users typically leave, indicates that Amphitheater attendees are probably using the Riverbend parking.
- ***SW Shevlin Hixon Dr On-Street Parking (north of Simpson Ave):*** This on-street parking exceeded 85% for the 6:00 pm hour on Wednesday but no other time on that day. On Saturday, it also exceeded 85% at 3:00 pm and 6:00 pm. A portion of Shevlin-Hixon Dr is closed on a concert day, which increases pressure on the remaining portion.

Underused Lots

The remaining lots surveyed generally had lower use or had shorter peak periods than the three discussed above.

- The ***Dog Park Lot*** (unpaved) approached higher levels of utilization but typically remained under 85%. On the mid-week count, use was very low in the morning, rising to over 70% by the end of the

count period. On Saturday, use was higher, reaching 80-90% by late afternoon and dropping again at 6:00 pm.

- The **Park & Float and Pavilion Lots** were consistently very underutilized, with occupancy rates under 50% at all hours on both days.
- The **Deschutes Brewery Lot** (unpaved) had low rates of use on Wednesday, hitting a peak at 6:00 pm at 61%, but well below 50% even in the adjacent hours and less than 20% the remainder of the count period. On Saturday, when a concert was scheduled, the use of this lot increased but surprisingly the peak hours were 3-4 pm, declining during the concert hours of 6-8 pm. From this data, one might assume that more floaters than concert goers were using the lot that day.
- **SW Columbia Street and SW Shevlin-Hixon Drive On-Street Parking** had very low occupancy rates on Wednesday, less than 30% at peak hours of 6-7 pm. On-street parking saw higher use on Saturday, around 90% at 3-4 pm. SW Shevlin-Hixon Drive had a peak from 6-8 pm on Saturday, almost certainly reflecting the concert at Hayden Homes Amphitheater. It should be noted that Shevlin-Hixon from Columbia to Simpson is closed during concerts, which increases pressure on other on-street parking.
- **Old Mill District (OMD) West-Side Lot** was consistently underutilized, under 20% on Wednesday with slightly higher use on Saturday and a peak of around 70-80% during the 6-8 pm period on Saturday, possibly reflecting the concert at Hayden Homes Amphitheater. It should be noted that this lot is signed to prohibit use by river floaters.
- **Mt. Bachelor Park and Ride Lot** consistently had occupancy rates of less than 15% at all hours on both days.
- **Deschutes Ridge Business Park lots** were consistently underused, often empty. This may be because of remote working, or vacant buildings. It should be noted that the Business Park lots were closed on Saturday during the survey for repaving.

Conclusions

As expected, mid-week use of the lots surveyed was generally lower than on Saturday. However, parking at Farewell Bend lots was consistently near or at capacity on both days, and Riverbend Park was also in high demand on both days. Clearly these areas, which provide excellent access to the Deschutes River, are in high demand. In particular, the Farewell Bend lots are regularly full and overfull.

The Dog Lot Park and Deschutes Brewery lots were not highly occupied even on Saturday during the survey period, with brief exceptions. The use of the Deschutes Brewery lot was lower during the concert period on Saturday than during the earlier part of the day, leading to a conclusion that more floaters than concert goers were using the lot that day. It appears that the concert venue may not have a significant effect on the demand for parking at these lots, at least when the concert has a low to moderate attendance. However, on-street parking on SW Shevlin-Hixon is affected by the concert schedule, particularly since a portion of the street is closed during concerts.

In conclusion, BPRD has a challenge with parking location and public perception rather than a supply deficit. Areas that are highly convenient and well-understood by the public to provide easy access to

the river parks are heavily used; however, other facilities that are nearby are very underused. Part 3 of this memo provides high-level concepts for parking management.

C. User Intercept Survey

Approach

An intercept survey is a research method used to gather on-site feedback. Intercept surveys are an excellent method for gathering information about the choices people make about how they get around, what they think, and what they want. During an intercept survey, the interviewer approaches a park user to ask about their experience. Results from the intercept surveys allow BPRD to obtain feedback from their target audience while the information is still fresh in their minds.

The following questions were asked (see Appendix B for the complete questionnaire):

1. What activities will you be doing at the river today?
2. How did you get to the river today?
3. How long do you plan to spend on the river today?
4. How many people are in your party?
5. How far did you travel to get here?
6. Where do you live?
7. What is your race/ethnic identity?
8. Would you like to be entered into a random drawing for a \$50 gift card?

BPRD Staff conducted the intercept survey on Wednesday July 27th, Thursday July 28th, and Saturday July 30th from noon to 6pm. Surveys were conducted at Riverbend Park on Wednesday and Saturday, and Farewell Bend Park on Thursday. There were a minimum of four surveyors at all times each day (with five for portions of each day) with at least one Spanish language interpreter present for all survey times.

Results

A total of 453 people were interviewed for the intercept survey. The complete results are shown in Appendix B. The majority of visitors were there to float the river, with swimming/wading and paddling coming in second and third, respectively. Most people arrived by car but the majority of those people carpoled, and most stayed 1-2 hours. More than a third of the visitors arrived in parties of great than 4 people. Most visitors interviewed traveled 1-3 miles, with folks traveling more than 6 miles being the second largest group. Not surprisingly, over half the interviewees listed Bend as their home location. Over 80% of the park users interviewed identify as White.

In spite of the very successful survey of 453 people, the conditions were less than ideal. Daytime temperatures exceeded 100 degrees all three days, and the electronic tablets did not function well (interviewers switched to paper forms). People getting off of the shuttle were less likely to answer questions, potentially affecting the data.

Anecdotally, BPRD Staff conducting the intercept survey on Thursday July 28 (a date when parking utilization data was not taken), noted that the Riverbend Park lot was extremely busy starting around

6:00 pm, due to a popular concert at Hayden Homes Amphitheater with around 3,400 attendees (approximately twice the attendance of the Saturday concert).

Conclusions

In general, the conclusions were somewhat as expected. We cross-tabulated the data to establish patterns in visitation, examining (1) Mode of Transportation by Activity, (2) Time Spent at the River by Activity, and (3) Number of People in Party by Activity (included in Appendix C). The results of this cross tabulation showed that most people who came to float the river carpooled. It also showed that floaters and paddlers spent the longest time at the river parks. Floaters also typically arrived in larger groups. This reveals that, at peak summer use, the dominant park user belongs to the floater/paddler group. Recommendations for management (Section 3, below) should target these users.

3. Recommendations

Based upon the data collected in the parking occupancy and visitor intercept surveys, we know that most visitors to Riverbend and Farewell Bend parks are there with equipment in groups to float the river, arrive in carpools, and stay for several hours – typically in the mid to late afternoon.

BPRD desires to develop a comprehensive solution to address access and parking at and around Riverbend and Farewell Bend parks and would like recommendations for future work.

In general, recommendations can be divided into two categories: infrastructure and management. Adding infrastructure, such as more parking, can provide immediate relief from high parking demand. However, it is very expensive and, where demand is high, be of time-limited value (i.e., new spaces get filled quickly). It can also result in underused facilities in the off-peak season.

Parking management, on the other hand, is defined as a set of strategies to increase the effectiveness of current parking supplies. These strategies include the establishment of systems of prioritization or shared places between users. In general, parking management is beneficial because it can:

- Make the most of the BPRD’s current investments (optimization);
- Be seasonally flexible if needed (adaptability);
- Reduce the volume of traffic and environmental impacts it generates (mitigation); and
- Support a modal shift towards more sustainable modes of transport (sustainability).

Based on the data collected and our analysis, recommendations for further actions are broken down as Quick Fixes and Longer-Term considerations.

Quick Fixes

Many of these recommendations originated from BPRD Staff observations during the intercept survey. These recommendations fall into the category of “quick fixes” because they do not necessarily involve large financial impacts or significant changes to BPRD policy, but all will require additional thought and planning.

Increase Bicycle Parking

Parking for bicycles is scarce at both river parks, but particularly at Farewell Bend Park. Currently there are 20 spaces at Riverbend Park (eight associated with the District offices) and six at Farewell Bend Park. Given the growing use of bicycles in Bend, particularly e-bikes that are capable of carrying loads and children, it is likely that increasing the amount and attractiveness of bicycle parking would provide additional options for people who choose to bicycle to the parks. Although bike rack occupancy was not inventoried, BPRD Staff conducting the intercept surveys noted bicycles being locked to fences, light standards, and trees.

We recommend adding bike racks to all of the Farewell Bend parking areas but emphasizing the Play and Beach areas (mid and west lots, respectively). The bicycle parking should consist of obvious and recognizable bicycle racks that can be seen from most locations. For security, most people riding bikes prefer to not have the racks hidden from view, as they are at Farewell Bend Park. A standard U-rack type bike rack treatment, such as currently used in Drake Park and other locations, would add to attractiveness. A cover for shade and weather protection would also increase use. Providing storage lockers, as noted below, could increase the attractiveness of the bicycle parking.

Consider Adding Storage Lockers

A common reason for driving is to have a secure location for belongings while on the river. Lockers located near the restrooms at both Riverbend and Farewell Bend parks could increase bicycle use as a place to store helmets, pumps, clothes etc.

Advertise Existing Pump Stations /Consider Adding One at Farewell Bend Park

BPRD Staff conducting the intercept survey noted that many visitors were unaware of the free pumps located at Tumalo Creek and Kayak within Riverbend Park. Uninflated, many “floaties” are quite portable and more visitors may be inclined to ride their bikes to the parks if they knew that they could be inflated easily and quickly and for free at their destination.

Clarify Accessible/Loading Spaces

BPRD Staff noted that accessible parking spaces were regularly being used for unloading and loading equipment. BPRD could consider adding loading zones and clarifying signage.

Seek Ways to Increase the Use of the Park & Float Parking Lot

The Cascade East Transit’s Ride the River shuttle service transports floaters and their tubes to and from the Deschutes River. The shuttle is a convenient option that decreases vehicle use and dependence on parking near the river parks. Floaters can ride the shuttle all day with the purchase of a wristband in advance, or payment of fare on the shuttle. Fares range from \$4-\$6 depending upon chosen method of purchase. The Ride the River shuttle service begins in late-June and runs through Labor Day annually. The shuttle runs seven-days-per-week from 11a.m. to 7:30p.m., with buses departing every 15-20 minutes depending upon time of day. The shuttle begins and ends at the Park & Float parking lot with stops at Riverbend Park and Drake Park. Tumalo Creek Kayak & Canoe is the BPRD’s concessionaire and offers rental river tubes, stand-up paddle boards, kayaks and complementary life jackets for children and adults year-round.

Although the Ride the River program has been very popular, the 279-space Park & Float lot is underutilized. BPRD might consider ways to increase its attractiveness, such as subsidizing the shuttle to decrease or eliminate the fee, increasing advertising of the availability of the Park and Float Lot and the associated Ride the River shuttle, and providing improved directional and wayfinding signage for those who might walk or bicycle to the river from the lot.

Increase the Efficiency of the Dog Park Parking Lot

Because the parking associated with the Dog Park is unpaved, people often park in random or inefficient patterns. BRPD could provide barriers, striping, or signage to encourage parking in a more efficient pattern.

Longer Term Considerations

These recommendations will require further analysis and public engagement but can address the seasonal parking capacity issues identified by this study.

Conduct Further Parking Use Analysis at Farewell Bend Park

It is clear that parking is highly constrained and in demand at Farewell Bend Park. It is unlikely that adding more parking spaces would solve the issue because the demand is so high. Serving the Farewell Bend Parks with the Ride the River shuttle is probably infeasible due to the added time/distance required to travel across the river. It may be useful to further understand how people are using these limited spaces. Conducting a turnover study, where the length of stay of individual vehicles is measured, could provide useful guidance. Understanding how long people are staying could lead to some management recommendations, such as time limits or metering.

Discuss Shared Use with the Old Mill District for the Old Mill District West-Side Lot

The parking occupancy inventory indicated relatively low use of this lot, which is a short walking distance along the Deschutes River Trail to the Dog Park and Riverbend Park. From observations, this lot is currently informally used by many walkers to access the Deschutes River Trail. BPRD might seek a more formal agreement with the OMD and perhaps even the designation of some spaces adjacent to the tunnel connecting to the Deschutes River Trail.

Consider Parking Management at Farewell Bend and Riverbend Parks

Parking management is a component of transportation demand management (TDM), which aims to maximize the efficiency of the urban transportation system by discouraging unnecessary private vehicle use (particularly single occupant trips) and promoting more efficient, healthy, and environmentally friendly transportation alternatives, as well as limiting infrastructure costs.

Parking management is a critically important TDM strategy. When coupled with other TDM measures, it can have an immediate and lasting benefit to the parking system and encourage visitors to use alternative ways to access the parks. Parking management strategies that may be appropriate for BPRD to consider include:

- Time limited parking (possibly seasonal). This would be something that the District may choose to explore with neighboring property owners such as the Deschutes Ridge Business Park, Hayden Homes Amphitheater, and Old Mill District to increase effectiveness.
- Preferential parking for rideshare/carpooling vehicles
- Bicycle parking (short- and long-term) (discussed above under “Quick Fixes”)
- Free or reduced rate transit pass programs for the Ride the River Shuttle or similar services
- Priced parking. This would be something that BPRD may choose to explore with neighboring property owners and the City to increase effectiveness.
- Technology, such as “lot full” signage to prevent circling and idling

This type of programming has a financial impact, since most aspects require monitoring and enforcement, which would come at a cost to BPRD. However, the costs are significantly lower than creating new parking infrastructure and have the advantage of being seasonally flexible to match peak demand periods. Building new parking infrastructure to meet seasonal peaks is very expensive and results in excessive maintenance costs over time.

Consider Forming a Parking District with Deschutes Ridge Business Park and/or OMD

The large parking area associated with the Deschutes Ridge Business Park is currently very underused. An agreement with the Business Park for seasonal use of the less used parking areas could provide relief for peak hours of traffic. Similarly, existing restrictions on the West OMD lot could be lifted for some spaces.

Consider Using a People-Mover

An innovative and relatively low-cost solution to increasing the use of outlying and underused lots would be to seasonally provide a small “people mover” such as are commonly used at amusement parks (Figure 2). A small, four-six person vehicle that could navigate the paths and bridges associated with the two river parks could shuttle folks from the Pavilion and Park & Float lots. These vehicles, which can be equipped with a small trailer for gear, can circulate within the parks, providing convenient and high-frequency trips. For example, a family could park at the Park & Float Lot and take the people mover to the beach area at Farewell Bend Park.



Figure 2: People Mover



Location: Bend, OR
 Date: 7/27/2022
 Utilizations over 100% due to cars parked illegally.

Inventory Notes	10:00 AM			11:00 AM			12:00 PM			1:00 PM			2:00 PM			3:00 PM			4:00 PM			5:00 PM			6:00 PM			7:00 PM			8:00 PM		
	Inventory	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization				
Riverbend Park Lot		119	88	74%	99	83%	98	82%	95	80%	104	87%	102	86%	102	86%	92	77%	109	92%	105	88%	108	93%									
Dog Park Lot	estimated	170	17	10%	31	18%	38	22%	57	34%	72	42%	99	58%	119	70%	129	76%	131	77%	122	72%	98	56%									
Deschutes Brewery Lot	1/2 marked	254	24	9%	26	10%	24	9%	38	15%	40	16%	48	19%	56	22%	95	37%	156	61%	114	45%	71	28%									
SW Columbia St On-Street Parking	estimated	52	1	2%	1	2%	1	2%	2	4%	8	15%	11	21%	8	15%	8	15%	15	29%	15	29%	6	12%									
SW Shevlin Hixon Dr On-Street Parking (South of Simpson Ave)	estimated	60	3	5%	4	7%	9	15%	9	15%	16	27%	13	22%	14	23%	15	25%	20	33%	15	25%	12	20%									
Farewell Bend Park Lot (west)		16	12	75%	12	75%	16	100%	16	100%	15	94%	14	88%	18	113%	17	106%	16	100%	13	81%	13	81%									
Farewell Bend Park Lot (mid)		16	12	75%	15	94%	15	94%	15	94%	15	94%	15	94%	15	94%	15	94%	15	94%	15	94%	15	94%									
Farewell Bend Park Lot (east)		14	10	71%	5	36%	8	57%	13	93%	11	79%	12	86%	13	93%	14	100%	15	107%	15	107%	14	100%									
Park and Float Lot		279	46	16%	65	23%	65	23%	56	20%	61	22%	61	22%	58	21%	39	14%	16	6%	3	1%	4	1%									
Pavilion Lot		63	20	32%	16	25%	19	30%	17	27%	18	29%	16	25%	22	35%	9	14%	24	38%	36	57%	23	37%									
Mt Bachelor Park & Ride Lot		238	31	13%	33	14%	32	13%	31	13%	30	13%	31	13%	30	13%	41	17%	14	6%	9	4%	9	4%									
SW Shevlin Hixon Dr On-Street Parking (N of Simpson Ave)	50 marked 32 estimated	82	33	40%	32	39%	42	51%	36	44%	56	68%	57	70%	52	63%	54	66%	74	90%	62	76%	53	65%									
Old Mill West District Parking Lot (near Hampton Inn)		141	16	11%	10	7%	9	6%	13	9%	15	11%	14	10%	11	8%	17	12%	36	26%	29	21%	19	13%									
Deschutes Ridge Business Park Lot		214	112	52%	116	54%	102	48%	94	44%	111	52%	91	43%	85	40%	52	24%	19	9%	12	6%	7	3%									

85% to 100% occupancy
 Over 100% indicates illegal parking



Location: Bend, OR
 Date: 7/30/2022
 Utilizations over 100% due to cars parked illegally.

Inventory Notes	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM			
	Inventory	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	
Riverbend Park Lot		119	106	89%	106	89%	108	91%	116	97%	116	97%	110	92%	113	95%	106	89%	103	87%	81	68%	83	70%
Dog Park Lot	estimated	170	69	41%	95	56%	106	62%	114	67%	140	82%	154	91%	141	83%	135	79%	98	56%	71	42%	44	26%
Deschutes Brewery Lot	12 marked	254	7	3%	37	15%	66	26%	128	50%	182	72%	191	75%	192	76%	180	71%	141	56%	122	48%	99	39%
SW Columbia St On-Street Parking	242 estimated	52	14	27%	19	37%	21	40%	27	52%	37	71%	47	90%	45	87%	35	67%	27	52%	23	44%	19	37%
SW Shevlin Hixon Dr On-Street Parking (South of Simpson Ave)	estimated	60	8	13%	13	22%	14	23%	16	27%	14	23%	14	23%	12	20%	16	27%	25	42%	25	42%	23	38%
Farewell Bend Park Lot (west)		16	14	88%	14	88%	17	106%	16	100%	16	100%	15	94%	18	113%	17	106%	15	94%	15	94%	12	75%
Farewell Bend Park Lot (mid)		16	15	94%	14	88%	15	94%	15	94%	15	94%	16	100%	15	94%	15	94%	16	100%	13	81%	6	38%
Farewell Bend Park Lot (east)		14	14	100%	14	100%	15	107%	13	93%	15	107%	15	107%	15	107%	12	86%	13	93%	12	86%	13	93%
Park and Float Lot		279	58	21%	107	38%	121	43%	138	49%	125	45%	98	35%	88	32%	39	14%	26	9%	7	3%	9	3%
Pavilion Lot		63	6	10%	6	10%	6	10%	4	6%	5	8%	4	6%	5	8%	7	11%	11	17%	17	27%	29	46%
Mt Bachelor Park & Ride Lot		238	26	11%	34	14%	35	15%	36	15%	35	15%	31	13%	29	12%	27	11%	20	8%	15	6%	12	5%
SW Shevlin Hixon Dr On-Street Parking (N of Simpson Ave)	50 marked 32 estimated	82	35	43%	42	51%	60	73%	67	82%	68	83%	77	94%	65	79%	58	71%	74	90%	73	89%	74	90%
Old Mill District West Parking Lot (near Hampton Inn)		141	16	11%	21	15%	21	15%	21	15%	25	18%	25	18%	45	32%	72	51%	93	66%	122	87%	118	84%
Deschutes Ridge Business Park Lot		214	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	0%	2	1%

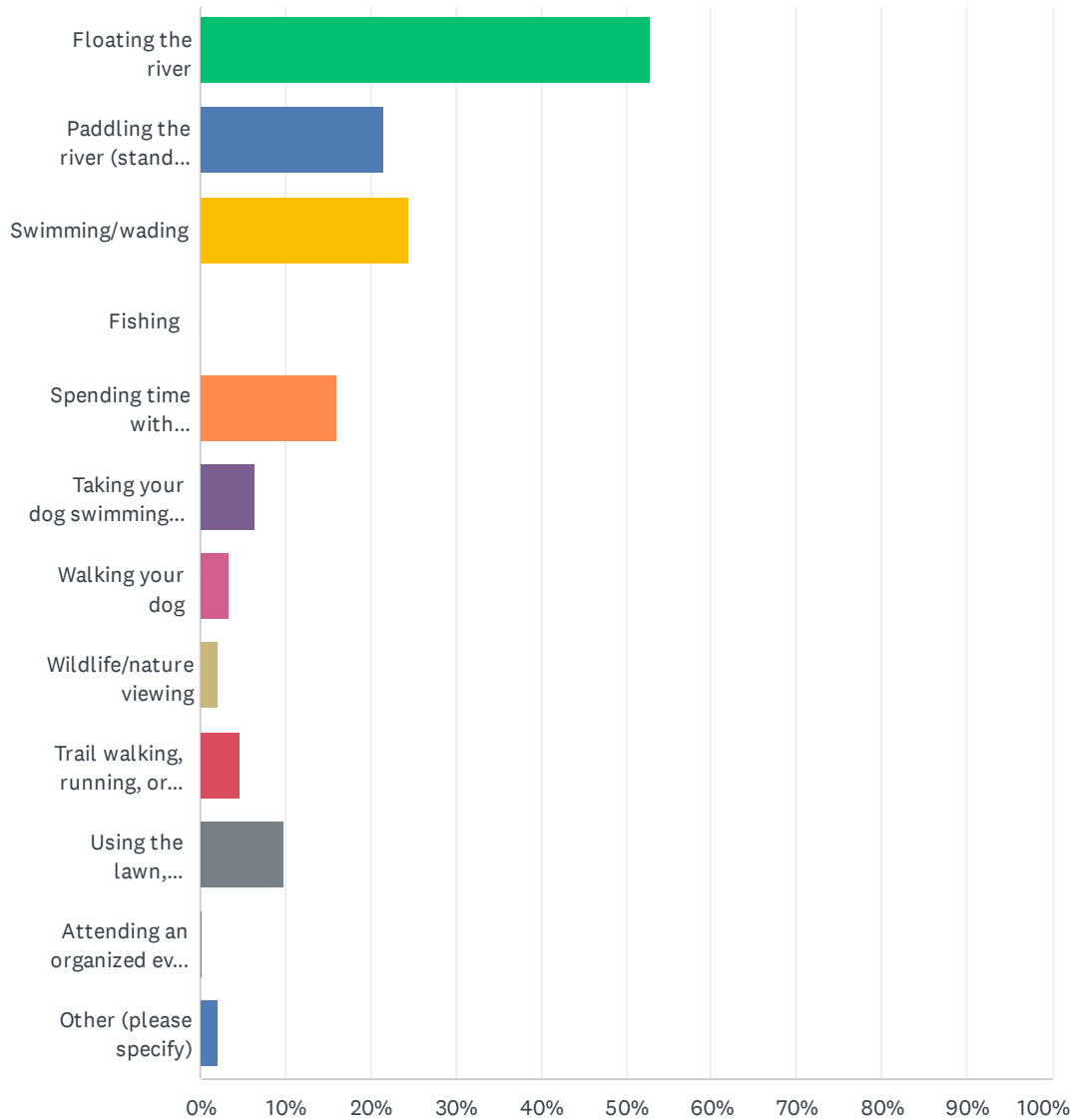
85% to 100% occupancy
 Over 100% indicates illegal parking

85% to 100% occupancy
 Over 100% indicates illegal parking

Unable to see the entire road from video.

Q1 What activities will you be doing at the river today? (choose all that apply)

Answered: 453 Skipped: 0

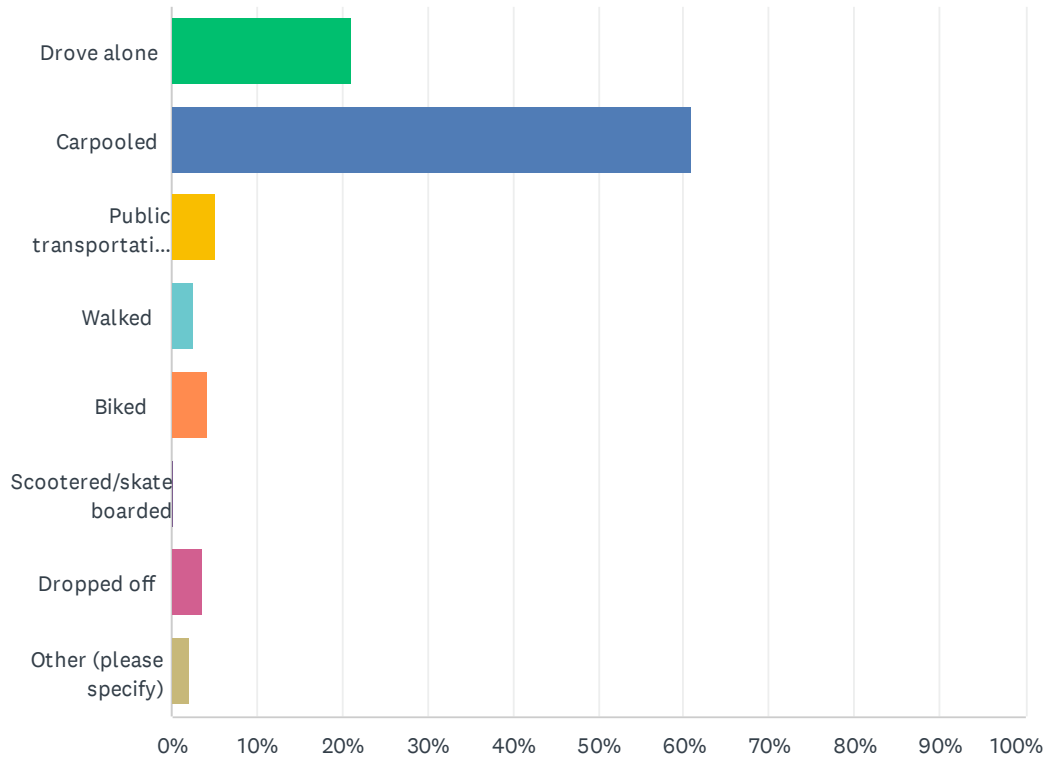


Deschutes River Access - Community Survey

ANSWER CHOICES	RESPONSES	
Floating the river	52.98%	240
Paddling the river (stand up paddleboard, kayak, canoe, etc.)	21.63%	98
Swimming/wading	24.50%	111
Fishing	0.00%	0
Spending time with family/friends	15.89%	72
Taking your dog swimming or wading	6.40%	29
Walking your dog	3.31%	15
Wildlife/nature viewing	2.21%	10
Trail walking, running, or biking	4.64%	21
Using the lawn, playground, picnic area, or other non-river feature	9.71%	44
Attending an organized event (private or public)	0.22%	1
Other (please specify)	2.21%	10
Total Respondents: 453		

Q2 How did you get to the river today?

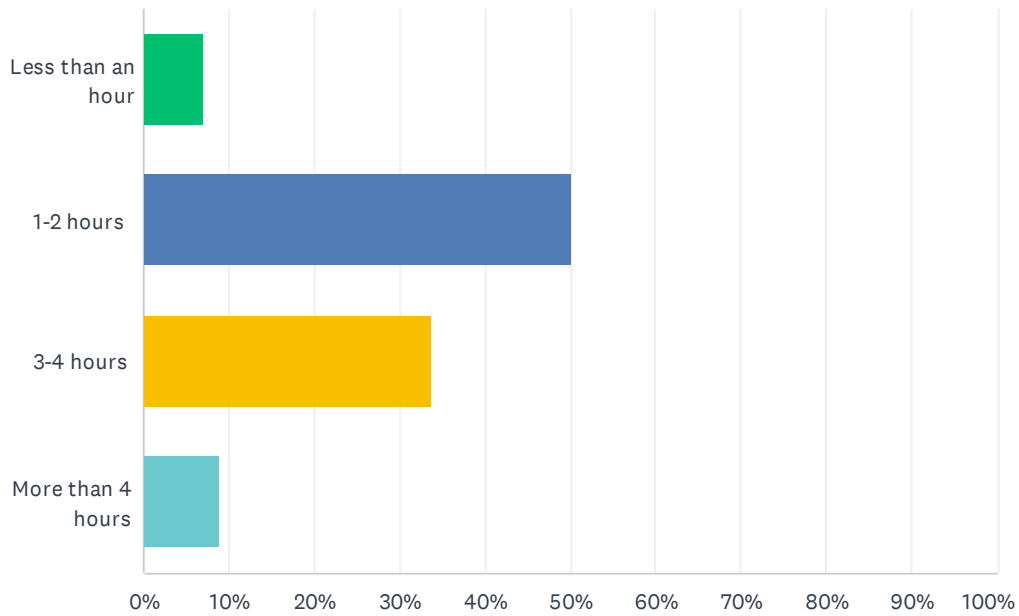
Answered: 453 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drove alone	21.19%	96
Carpooled	60.93%	276
Public transportation (including the Ride the River Shuttle)	5.08%	23
Walked	2.65%	12
Biked	4.19%	19
Scooter/skateboarded	0.22%	1
Dropped off	3.53%	16
Other (please specify)	2.21%	10
TOTAL		453

Q3 How long do you plan to spend on the river today?

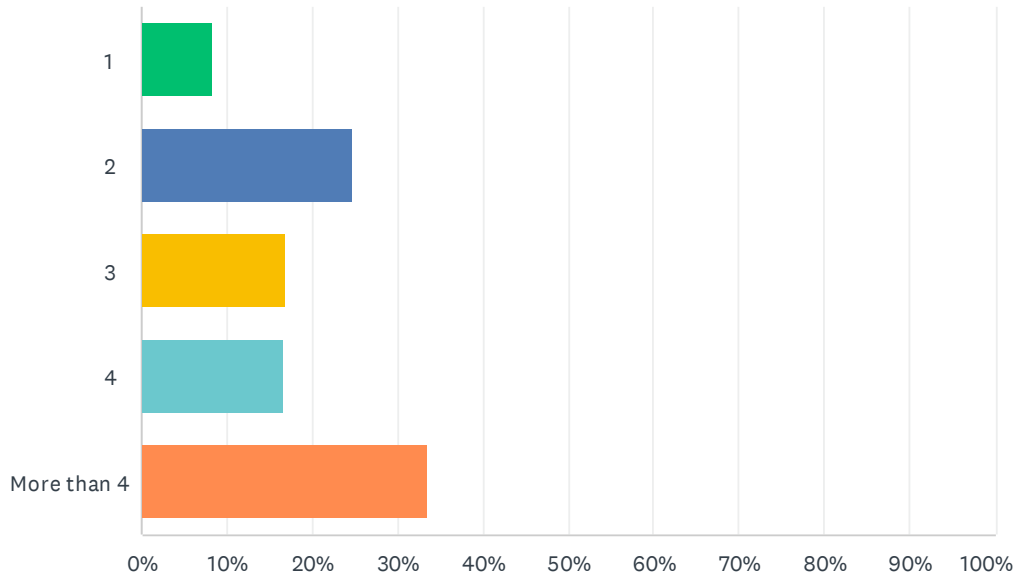
Answered: 453 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than an hour	7.06% 32
1-2 hours	50.11% 227
3-4 hours	33.77% 153
More than 4 hours	9.05% 41
TOTAL	453

Q4 How many people are in your party?

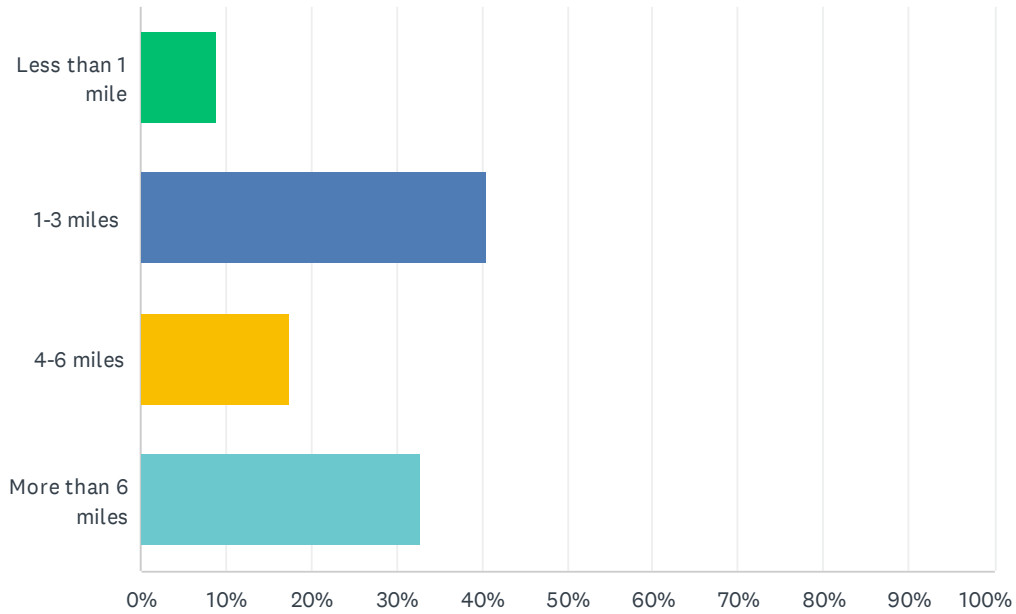
Answered: 453 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	8.39%	38
2	24.72%	112
3	16.78%	76
4	16.56%	75
More than 4	33.55%	152
TOTAL		453

Q5 How far did you travel to get here?

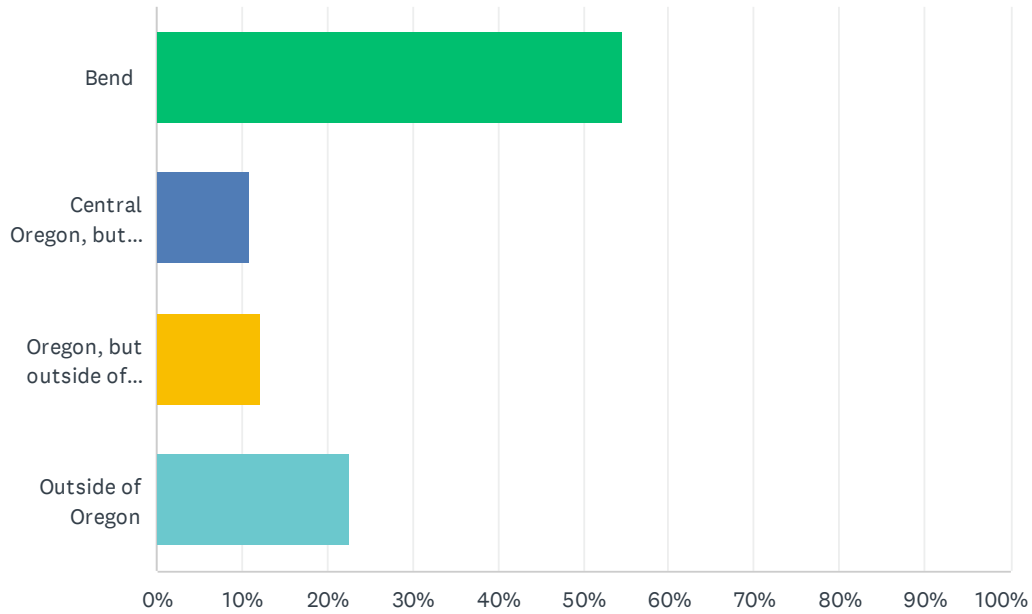
Answered: 453 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 1 mile	9.05% 41
1-3 miles	40.62% 184
4-6 miles	17.44% 79
More than 6 miles	32.89% 149
TOTAL	453

Q6 Where do you live?

Answered: 453 Skipped: 0



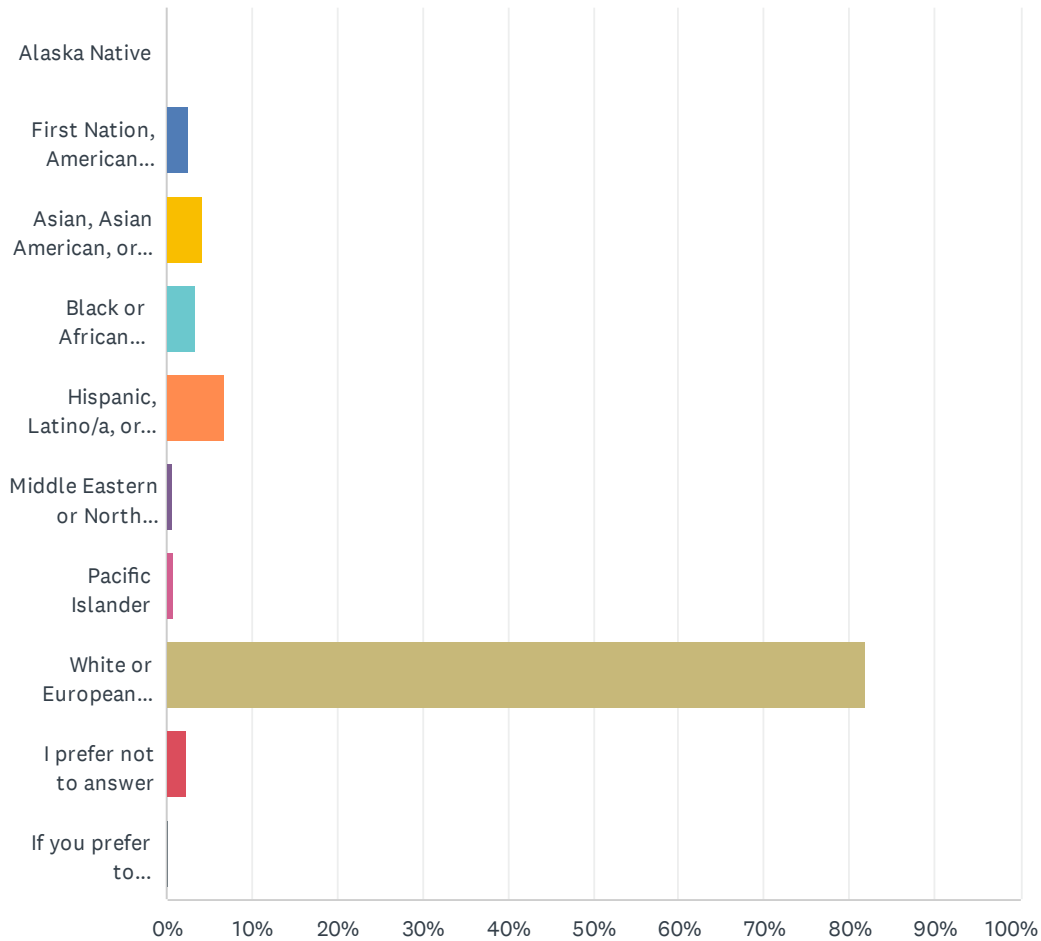
ANSWER CHOICES	RESPONSES	
Bend	54.53%	247
Central Oregon, but outside of Bend	10.82%	49
Oregon, but outside of Central Oregon	12.14%	55
Outside of Oregon	22.52%	102
TOTAL		453

Q7 Please share any additional feedback

Answered: 439 Skipped: 14

Q8 To better understand who we are connecting with, please share which of the following most accurately describes your race and ethnic identities. If you are of a multi-racial/multi-ethnic/multi-cultural identity, please select all that apply.

Answered: 355 Skipped: 98

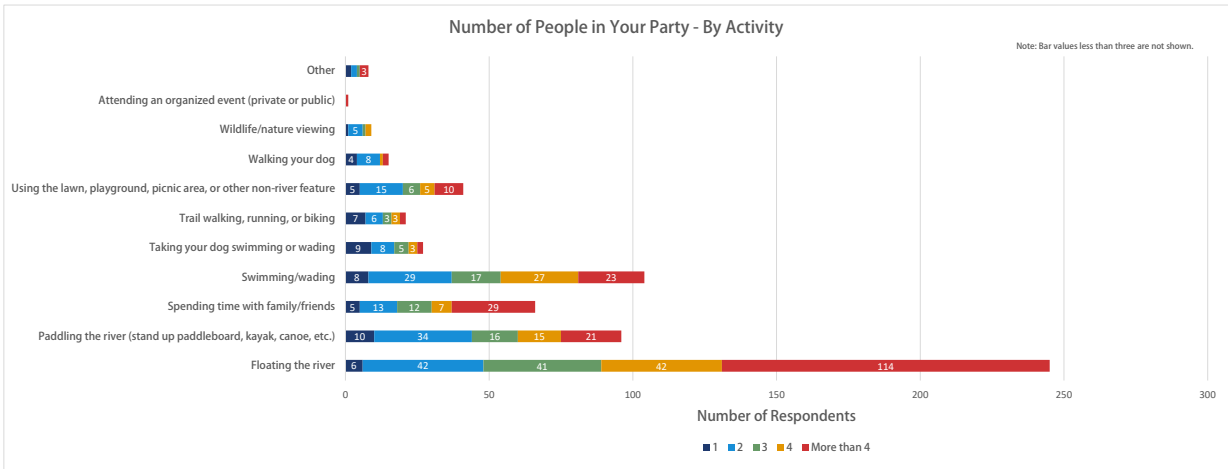
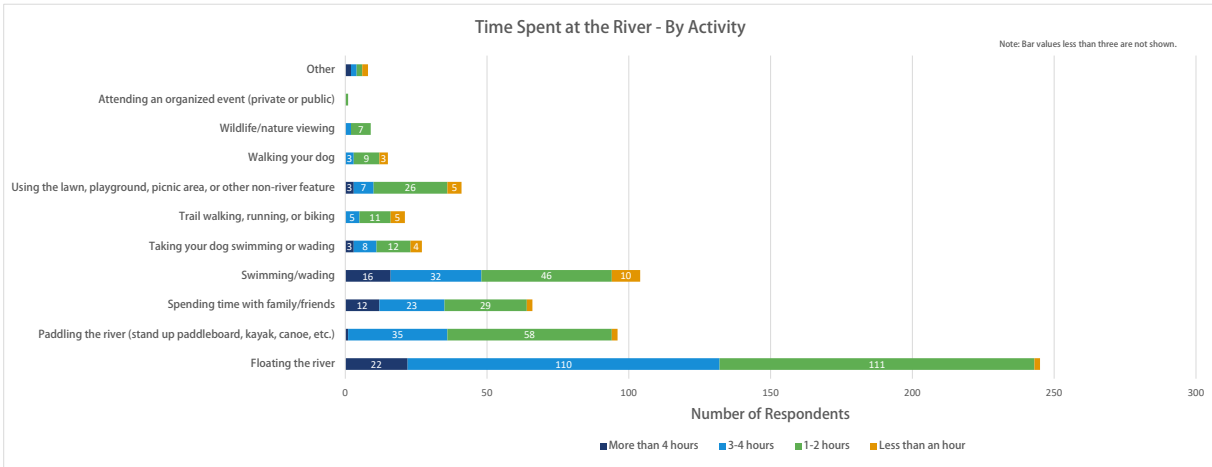
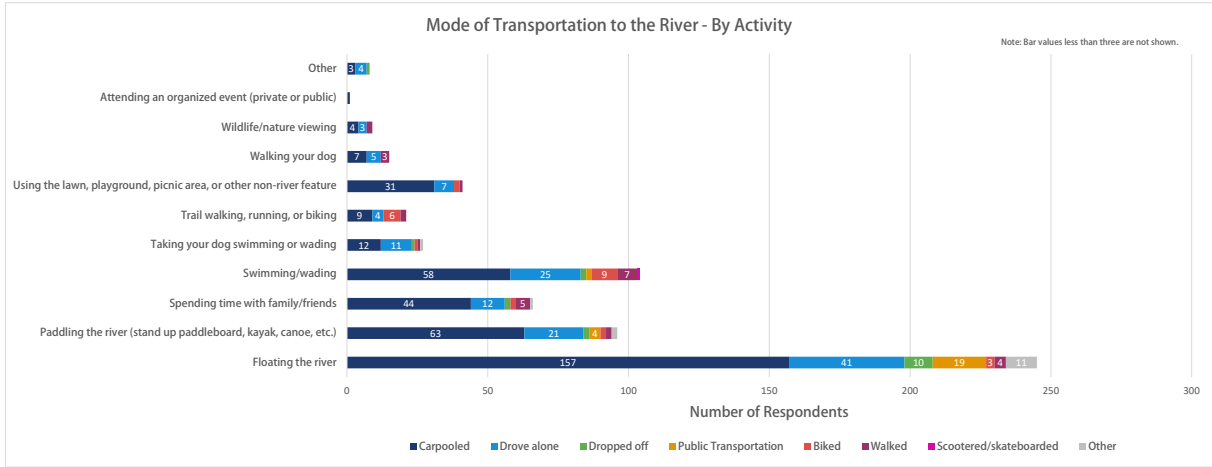


Deschutes River Access - Community Survey

ANSWER CHOICES	RESPONSES	
Alaska Native	0.00%	0
First Nation, American Indian, or Indigenous	2.54%	9
Asian, Asian American, or South Asian	4.23%	15
Black or African American	3.38%	12
Hispanic, Latino/a, or Chicano/a	6.76%	24
Middle Eastern or North African	0.56%	2
Pacific Islander	0.85%	3
White or European American	81.97%	291
I prefer not to answer	2.25%	8
If you prefer to self-describe your racial/ethnic identify, please do so here:	0.28%	1
Total Respondents: 355		

Q9 If you'd like to be entered in a random drawing to win one of two \$50 Old Mill District gift cards, please provide your email address (email will only be used to alert you if you win the raffle).

Answered: 205 Skipped: 248



BOARD AGENDA COMMUNICATION

AGENDA DATE:	December 6, 2022
SUBJECT:	ORPA Awards
STAFF RESOURCE:	Michelle Healy, Deputy Executive Director
PREVIOUS BOARD ACTION:	None
ACTION PROPOSED:	For informational purposes only
STRATEGIC PLAN:	
Pillar:	Operations and Management
Outcome:	A workforce that is heard, informed, involved and valued
Strategy:	Engage and recognize staff

BACKGROUND

At the recent Oregon Recreation and Parks Association (ORPA) conference in Sunriver, the Bend Park and Recreation District team received three awards. Conference attendees include statewide parks and recreation professionals, and the conference provides an opportunity for staff to collaborate, learn and recognize great work in the industry.

Alpenglow Community Park won a Design & Construction award for large projects more than \$1.5 million. The 37-acre park opened in July 2022 in the rapidly growing neighborhood located in southeast Bend. This park has a lot of firsts for the district -- first dog agility features in an off-leash area, first bouldering area with accessible routes, first spray ground, first wheel chair swing – ensuring all community members can enjoy play, and the first off-grid power community park with solar panels.

Jenny McGee, the district's Outreach Supervisor, was recognized with the Rising Professional Award. Jenny has worked with BPRD in a few positions in the last 5 years -- first as a therapeutic recreation inclusion facilitator, next as a recreation assistant, and for the past year as the outreach supervisor. In spring/summer 2020, she accepted a temporary assignment in Park Services, gaining valuable insights and appreciation for the work by non-recreation department colleagues.

ORPA also honors sections, Joelle Elston, BPRD Customer Service Supervisor, was recognized for her previous work in Corvallis and was named Aquatics Professional of the Year by the ORPA Aquatics Section. Work completed within the past 5 years is eligible for the award.

Attached is the award nomination submitted by the city of Corvallis for Joelle. The award videos for Alpenglow Park and Jenny McGee will be shown during the meeting.

BUDGETARY IMPACT

None

ATTACHMENT

Award Nomination



Nominator: James Mellin, Corvallis Parks and Recreation

Award: Aquatics Professional of the Year

Why should this person be considered for this award?

"Joelle Elston has been a Parks and Recreation professional for nearly 20 years. Joelle served for 13 years at the City of Corvallis Parks and Recreation as both the Membership Coordinator and a Recreation Coordinator at Osborn Aquatic Center (OAC). Joelle has been currently serving for the last four (4) years with Bend Parks and Recreation District and has made a significant impact there as the Customer Service Supervisor.

Joelle has brought value to people's lives in exceptional ways for nearly a generation, never wanting to be in the spotlight, never wanting credit, and never accepting the recognition she readily deserves. She has inspired many up and coming employees behind her how to care for patrons, co-workers and the agencies she has worked so hard to improve.

Members of Parks and Recreation services whether it is fitness class memberships, general lap swim memberships, or wellness benefit memberships are incredibly important to the health of any agency and the overall health of a community.

Joelle recognizes how important recruiting and retaining members are to the health of each individual in the community. She goes out of her way whether at work or during her off time to inspire people to not only join up as a member, but then to come as many days a week that they need to meet their wellness goals. Joelle knows nearly every member by name, making them feel incredibly special and them wanting to return again and again.

Joelle was instrumental in restructuring the City of Corvallis Family Assistance Program which directly serves thousands of underserved and low income households. Joelle's work with the Latinx community specifically brought in dozens of families who had never participated at OAC previously. Joelle's commitment to diversifying the utilization of P&R services resulted in hundreds of new people at OAC, improving the wellness and safety of our community.

To illustrate the results of her efforts, Joelle was instrumental at increasing memberships at OAC by over 50% in just a few short years and brought in over 1,500 participants in the Corvallis Turkey Trot, the most participants in its 15 year history.

I am honored to nominate Joelle Elston for the ORPA Spotlight Award and welcome any questions or additional examples you may want to hear about considering the many differences she has made in the lives of others."



PLANNING & DEVELOPMENT PROJECT UPDATES December 2022

COMMUNITY AND REGIONAL PARK PROJECTS



Drake Park DRT & Bank Improvement Project: Construction of Phase 2 (the final phase) has started. Work began with clearing and grubbing along the boardwalk section of the project. The easements needed to construct the trail through the PacifiCorp property have been recorded, as well as the easement from Deschutes Opportunity Trust, the former Journey Church property. Only the construction license remains to be secured from PacifiCorp. All work is anticipated to be completed by the end of June 2023.



Big Sky Park Expansion: Construction continues and is getting closer to completion. Signs are being installed throughout the park, but finishing touches on remaining items in the park have been nearly halted due to the winter weather. Construction is expected to be completed this winter.



Sawyer Park Entrance and Parking Lot Upgrades: The preferred concept design was approved by the board October 4. Design development is now in progress. The application for the Land and Water Conservation Fund grant was submitted.



Pine Nursery Park Phase 5: This project completes the amenities identified in the concept plan (formerly known as the Master Plan) for Pine Nursery Park including additional sports fields. This project may consider the installation of softball/baseball infields with all-weather turf to expand seasonal use. Trail lighting and other community park improvements may be part of the scope as well. The full scope of this project will be refined through staff coordination that is in progress.

NEIGHBORHOOD PARK PROJECTS



Little Fawn Park: Staff continues to work with the consultants on the designs and permitting for the park. Ground breaking is expected to begin Summer 2023.



Fieldstone Park – Park Search Area 4: Construction is underway by the developer (Pahlisch). Site grading and a majority of the paving work is installed. Irrigation is installed, sod and plantings as well as other landscaping elements are in, the installation of the playground and assorted furnishings, including the shelter, have been delayed due to wintery weather. Completion is expected in the spring of 2023.



Shevlin West: This 3.5-acre piece of property in the Shevlin West subdivision was dedicated to the district to meet the open space requirement for the development. A development agreement was signed in March of 2021 for the building of the park and required frontage improvements. Design is anticipated to begin Summer 2023.

TRAIL PROJECTS



North Unit Canal Trail: Flagline Engineering continues to make progress on the design and permitting for Phase 1 of the trail between Canal Row Park and Deschutes Market Road. 30% design plans and draft trail easement descriptions are complete. BPRD received quotes to hire a right of way acquisition specialist and is looking to finalize a contract before the end of the year.

RIVER PROJECTS



Miller's McKay Columbia River Access Project: Data collection and analysis is complete and staff has begun developing two initial conceptual designs for each project location. Each concept is intended to bookend the full range of options for each access point. Once initial concepts are complete this winter, staff will begin an extensive public outreach campaign to present the concepts to the community and collect feedback about them. Staff will also begin researching grant funding opportunities to cover some of the cost for future construction.



Riverbend and Farewell Bend Parks River Access and Parking Analysis: In partnership with Kittelson and Associates, the district completed an intercept and parking utilization survey in July to better understand existing access and usage patterns at and around these parks. This data was utilized by the consultant to develop a report with findings, recommendations and next steps, which will be reviewed with the board in December 2022.



Riverbend South Access and Restoration Project: Construction has begun and this river project is aimed to serve as a model for balancing recreational access and habitat protection and improvement. Work below the waterline is installed at access points two and three, and access point one is underway now. When the in-water work is complete at access point one, the contractor will proceed to complete the remaining steps and terraces on all three points. Fencing, irrigation and plantings will follow to complete the project.

OTHER PROJECTS AND FUTURE DEVELOPMENT



SDC Waivers for Affordable Housing: Park SDC waivers for 459 units have been approved through coordination with the City of Bend’s Affordable Housing Committee at a cost of about \$2.8M in waived SDC fees. Following the board approval of an additional 150 waivers, a remaining 16 waivers are available through the end of 2022. Staff and legal counsel have completed the necessary deed restriction documents for nine of the developments, totaling 385 units. In addition, BPRD has approved SDC waivers for three temporary shelter projects, totaling 25 units.



Park Search Area Planning: District planners regularly work with local developers or property owners selling large parcels of land to acquire property for new parks and trails in district Park Search Areas as defined by the 2018 Comprehensive Plan.

Additionally, staff has been working with Epic Land Solutions to acquire land in other priority search areas, not associated with development. Epic Land Solutions began property owner research and outreach in late November 2022.



Diversity, Equity and Inclusion (DEI) Initiative: Parts 1, 2, and 3 of the gender inclusion training for staff is now complete. The trainings were presented both in-person and virtually with the goal of reaching as many staff as possible.

**Board Calendar
2022-2023**

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

December 20

Work Session

Business Session

- ◆ Sawyer Contract amendment – *Bronwen Mastro (10 min)*
- ◆ SDAO Resolution – *Don Horton (20 min)*
- ◆ Out of District Registration – *Matt Mercer (20 min)*
- ◆ Board Finalists Selection – *Don Horton (20 min)*
- ◆ Budget Committee Applications Discussion – *Kristin Donald (15 min)*

January 3

Work Session

- ◆ Board Finalist Presentations – *Don Horton (40 min)*

Business Session

- ◆ Accept 2021-22 Annual Comprehensive Financial Report – *Eric Baird and Brenda Bartlett (15 min)*
- ◆ Appoint Board Members – *Don Horton (15 min)*
- ◆ Appoint Budget Committee Members– *Kristin Donald (15 min)*

January 17

Work Session

Business Session

February 7

Board Workshop (afternoon start 2-8pm)

February 21

Work Session

Business Session

City of Bend presentation of parking districts (Tobias Marx) – *Sara Anselment*

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)*

Website Update/Data Sharing

Approve Land Acquisition consultant RFP – *Sara Anselment*

IGA with NUID for canal trail – *Henry Stroud*

Approve SE Neighborhood Park Development Agreement – *Henry Stroud (20 min)*

COVID Property overview

Pre-Qualified A/E process – *Justin Sweet (15 min)*

Miller, McKay and Columbia Parks Contract amendment and update – *Ian Isaacson (30 min)*