



Vision for a Community Pump Track/Skills Park

APRC Recreational Goals Meeting 2/11/19

Who we are and who we represent

- RVMB, Advocacy group for Mt Biking in the Rogue Valley.
- Represent all Mtn Bike users in the Rogue Valley as a voice for advocacy, trail maintenance, trail building, and public outreach.
- Responding to a growing trend around the West Coast to provide this form of recreation for citizens of all ages and ability levels.
- A Pump Track/Skills Park is the foundation for any sustainable bike community.

A photograph of a person riding a mountain bike on a trail in a forest. The image is overlaid with a blue tint and white text. In the top right corner, there is a logo for the Oregon Mountain Biking Coalition (OMBC) consisting of the letters "O", "M", and "B" in a grid, with "C" below them. Below the logo, the text "Oregon Mountain Biking Coalition" is written in white. On the left side, large orange text reads "THERE ARE 620,000 OF US." Below that, white text reads "PEOPLE OF ALL AGES & BACKGROUNDS ENJOY THE MANY BENEFITS OF CYCLING OFFROAD IN OREGON." At the bottom left, in small white text, it says "(Bergerson, 2018)".

**THERE ARE
620,000
OF US.**

**PEOPLE OF ALL AGES & BACKGROUNDS ENJOY THE
MANY BENEFITS OF CYCLING OFFROAD IN OREGON.**

OMBC
Oregon
Mountain
Biking
Coalition

(Bergerson, 2018)

Our Goals:

- Develop a plan in conjunction with industry professionals, the City of Ashland Parks and Recreation Commission to design, build, and operate a bike skills park as an entity of the Parks System.
- Convince APRC to add our plan to the Recreational Goals in order to streamline our design and build, as well as help with funding and other areas that a partnership with Parks will bring.
- Secure a location that provides the best possible outcomes in terms of usership, sustainability, community support, and proximity to schools/town.

What is a Pump Track/Skills Park?

-A collection of features consisting of variable terrain, surfaces, riding lines, and berms/rollers shaped in a way to offer a safe and progressive experience for all who choose to ride.

Pump Track with features



How would this benefit Ashland?

-Offer city youth more outdoor recreation opportunities to promote positive, active, healthy lifestyles in the ongoing campaign to get kids outdoors

-Foster a culture of growth, safety, and stewardship for our future watershed trail users by adding in the missing link - **the next generation**



How would this benefit Ashland?

-Meet the infrastructure demand of one of the fastest growing outdoor sports in the country

-Take pressure off of the well used skate park and replace the current BMX park if Wastewater expands

-Continue to create a top bike-tourism destination on the West Coast by tapping into additional mountain bike demographics not currently served



How would this benefit Ashland?

-Allow new mountain bikers to learn fundamental bike skills before taking on our valley's advanced trail system

-Children outgrow playgrounds but bike parks are a lifelong source of recreation

-Our citizens and constituents have asked for it en masse!



BICYCLE TOURISM ALONE FEEDS

\$400 MILLION

INTO OREGON'S ECONOMY.
(THAT'S A LOT.)

Dean Runyan Associates (2012) The Economic Significance of Bicycle-Related Travel in Oregon



Oregon
Mountain
Biking
Coalition

What would our Park look like?

3 main phases

Phase 1

We propose to build asphalt surfaced Pump Tracks with artificial grass interior.

The following are the benefits of asphalt and artificial grass:

- Can be used year round
- Minimal maintenance
- Cannot be altered once installed(great for liability)



What would our Park look like?

- Inclusive to scooters, skateboards, and bikes with road tires
- Aesthetically pleasing by offering clean, sharp lines and maintain an open park look.
- Artificial grass requires no mowing or watering of infield, and can be ridden when wet without leaving damage or drainage issues.



Design details

- Two pump tracks side by side to separate distinct ability levels

One asphalt pump track would be a beginner only, suitable for riders as young as 2 on balance bikes, up to beginning adult riders looking to learn how to safely ride. A beginner pump track would require a small area roughly 40 feet x 100 feet, or 2000 sq ft.

A second asphalt pump track would be suitable for all other riders from older beginners to advanced. This would offer many more lines, options for riding, and would be larger. Recently built parks in the same model are roughly 8-10k square feet, or 120 ft by 80 ft.

Phase 2

-Skills zone with wooden features/ramps/twists and turns to develop balance and confidence

-Wood or composite prefab materials used to create standardized and consistent, unalterable riding surface



Phase 3 - Perimeter/Loop trail with features

A flow trail or slopestyle line to offer a short trail experience more in line with what a true mountain bike trail would involve.

- Progressive lines so anyone could ride it and attempt the features that they wanted to, skipping the ones they weren't ready for.
- Trail would align with the perimeter of the pump tracks to always keep aesthetics in mind and provide a loop experience for users.
- Trail would be the last progression for riders practicing for watershed trails, and would serve as a community teaching area for trail maintenance, building, and design.
- Could combine phase 2 and 3 to create a perimeter trail with multiple line choices and features

Phase 3 - Perimeter trail with features



Location

RVMBAs has explored several locations over the past year that would check the following boxes:

- Close access to schools and town for people who can't drive to existing trails
- Visible to public for safety, aesthetics, and good sightlines. A park of this caliber should be showcased to the public, not hidden in a corner.
- Existing grades conducive to construction
- Connectivity to existing play areas, bike trails, roads, etc.
- Community support

Location

3 main locations we have identified as checking some or all aforementioned areas:

- Ashland Creek Park - Master plan
- Lincoln School - Currently ASD owned
- Property on Clay/East Main- No master plan, accessible, large area to incorporate different user groups, conducive grade to construction of park

Costs and funding

Costs range from 250-300k for full build out

- RVMBAs plans to use 501c3 status to apply for available funding from multiple sources
- Portions of costs can be offset by grants, in-kind donations, and fundraising.
- Park can be built in phases by acquiring funding for individual portions of park.
- City funds. We hope that by adding this to recreational goals and with support we've demonstrated from community that the city would consider investing in this project.

Build and Design

- Professional design and build is paramount to a successful project
- Hiring a professional bike park company only option in today's market.
- There are many examples of projects and portfolios online
- Important for RVMBAs, city, and contractor to work together to ensure product conforms to needs of city and RVMBAs.



Community Support

-Support from our constituents and residents

-Positive Statistics coming from cities and communities who have bike parks. Hood River, Redmond, Redding, Truckee, South Lake Tahoe, Leavenworth, WA are all examples

Ashland is a town with 8 bike shops, the biggest youth team in Oregon, hundreds if not thousands of local mountain bike riders, and a travel destination for riders all over the West Coast.



Community Support

Parks Survey as well as large turnout at meeting demonstrates the overwhelming support for this project.

Supporters include teachers, doctors, nurses, and pillars of the community that understand the continued need for unique outdoor recreation opportunities.



Closing

- Changing demographics
- Outdoor professionals and families moving to area
- Bike tourism has a large role in local and state economy
- Projects surrounding Ashland have been successful
- Numerous examples and models of how to do things the right way
- People willing to get involved to make this happen, and don't want Ashland left out!



Closing

Vision of a community gathering place in which beginner to advanced riders can have a safe, progressive, and sustainable space to ride.

Returns on investing in our youth through bikes will be tenfold; building the next generation of stewards and riders by opening the sport to those who may not have access otherwise



Thank you!



Sources

- Tahoe Area Mountain Bike Association
- Redding Trail Alliance
- Central Oregon Trail Alliance
- Blue Lotus Foundation, Leavenworth, WA
- Morgan Benbough, VP of Operations, Alpine Bike Parks
- Oregon Mountain Biking Coalition



Bringing Beginner Singletrack to Ashland (and Getting Kids Back to Nature!)

APRC Recreational Goals Meeting 2/11/19

Nature Deficit Disorder

- The average American child spends 4 to 7 minutes a day in unstructured play outdoors, and **over 7 hours a day in front of a screen.***

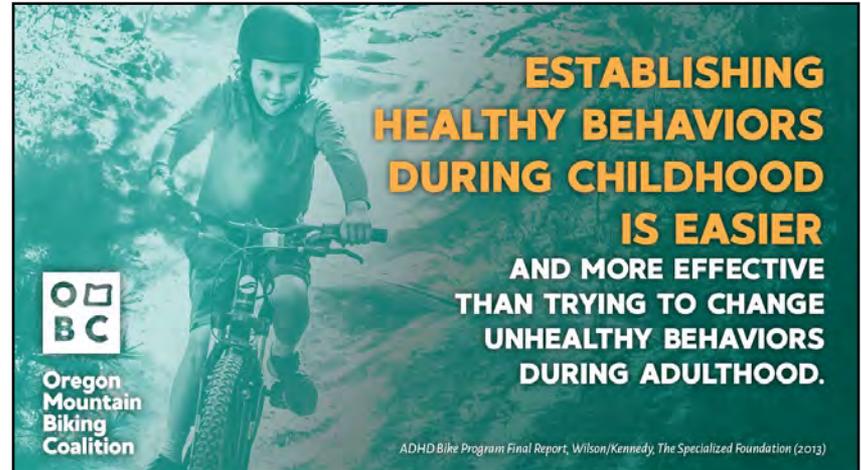
*"Why Kids Need to Spend Time in Nature", Child Mind Institute

Why Play Outside

- It gets kids moving
- It builds confidence
- It promotes creativity and imagination—you can see, hear, smell, and touch outdoor environments
- Researchers agree: kids who play outside are smarter, happier, more attentive, and less anxious than kids who spend more time indoors.

*Richard Louv, *Last Child in the Woods: Saving Our Children From Nature-Deficit Disorder*

How Can We Get Kids Outside And Into Nature?



What's wrong with existing MTB trails?

- Much too difficult
 - Like skiing Mt Ashland without Sonnet or Comer
- Hard to access without driving
- Unlikely to happen without direct parental involvement

I thought you guys wanted a pump track?

We do!

Symbiotic relationship

- A. Pump track builds skills
- B. Beginner trail lets kids take those skills onto real singletrack *while* getting them into nature

Communities are recognizing the value in trails.

“Trails used to be seen as something communities had to ‘deal’ with. Trails are now seen as the 21st century version of ball fields. If you don’t have a mountain bike trail system, you’re probably not part of the 21st century.”

Rich Edwards

IMBA Trail Solutions Director of Construction and Operations

Communities are recognizing the value in trails.

- Grants Pass spending \$2 million on Dollar Mountain trail network
- Coos County spending another \$150,000 on Mtn biking trails
- City of Klamath and local trail assn. are working together to make the area a Mtn biking destination
 - Spence Mtn, Moore Mtn, Brown Mtn, Klamath Ridgeview Trail, 150+ mi Great Klamath Circle Trail



OAKRIDGE,
A SMALL TOWN OF 3,200,
SEES 35,000 MOUNTAIN BIKERS
EACH YEAR THAT SPEND
\$2.3-\$4.9
MILLION

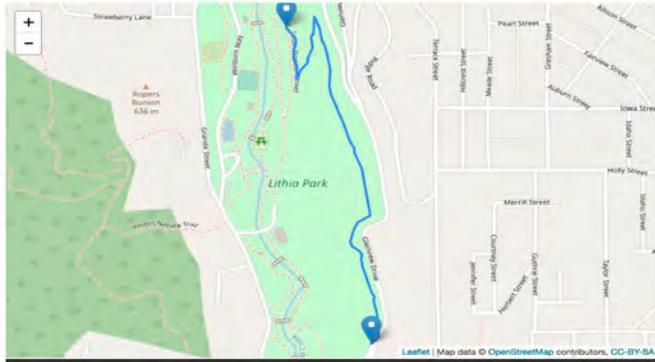
OMBC
Oregon Mountain Biking Coalition

Meltzer, N. (2014) The Impacts of Mountain Bike Tourism in Oakridge, Oregon

The ideal Ashland beginner trail would be:

- Close to town
 - No driving necessary
 - No parents necessary (appeals to kids and parents alike)
- Low angle
 - An easy climbing trail (multi-use ok)
 - An easy downhill MTB only trail
 - Would allow kids and beginners to play and hone skills
- Would serve as a gateway to the watershed trails for kids and adults
 - Would give beginners a safe place to ride while giving experienced riders a road-free way to access watershed

The ideal Ashland beginner trail would be:



Outer Lithia checks all the boxes!

- ✓ Close to town
- ✓ Low angle for easy up and down
- ✓ Perfect location to serve as a gateway to the watershed trails for kids—*and* adults

What's there now?

Homeless
Camps



Poison Oak



More Homeless Camps



A QUICK CHECK FOR YOUR FLOW TRAIL PROJECT

To check your flow trail project before you build it, we've put together a quick check to know if you're on a good way to a sustainable trail or if you should rethink some aspects first. This check does not replace any planning or design work, but we hope it helps to share some of our experience. Just follow these steps:

1. WHAT IS THE ELEVATION AT THE STARTING POINT ?

In meters above sea level,

A: _____

2. WHAT IS THE ELEVATION AT THE END POINT ?

In meters above sea level,

B: _____

3. WHAT IS THE TRAIL'S PLANNED DISTANCE?

In meters,

C: _____

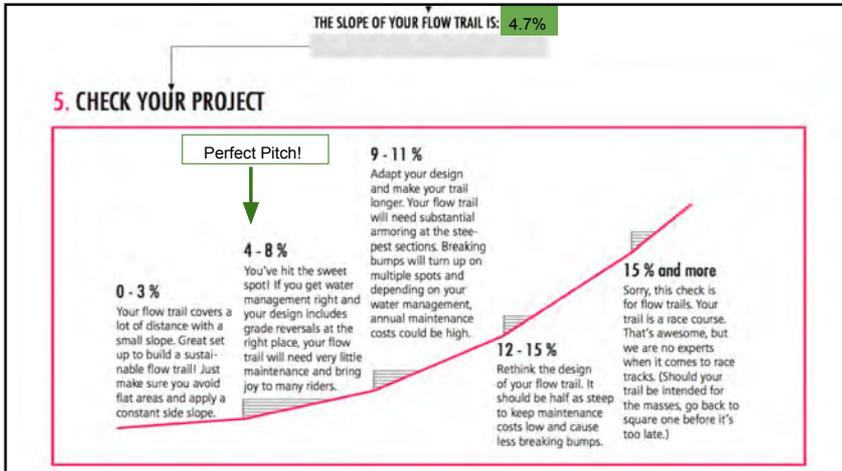
4. DO THE MATH!

$$(A-B) / D \times 100\%$$

THE SLOPE OF YOUR FLOW TRAIL IS:

$$D=(C-(A-B))^{1/2}$$

$$185 \text{ ft elevation loss} / 3854 \text{ ft} = 4.7\% \text{ grade}$$



Objections: Why not use Pioneer St.?

- It doesn't accomplish the goals of:
 - A. Getting kids onto singletrack and into the woods
 - B. Getting riders off the street (doesn't go anywhere)
 - C. It's not mountain biking

Objections: That area of Lithia is already being used.

- Won't impact existing users
- Under-utilized compared to the rest of the park
- Observed only five (legal) users in 8+ hours!

Strava Heatmap--Runners & Hikers



How are Mtn Bikers getting to/from watershed trails now?



Two small trails with many benefits

- Do it for the kids—but also for the adults
- Gets Mtn Bikers off the road
- Also gets drivers off the road
- Safer, reduces driver conflicts, more people ride from town (great for business!)
- Less carbon pollution

Added benefit

More active users in East Lithia = fewer homeless camps in East Lithia

Ok, how much is this going to cost?

- Average trail building cost for machine built downhill = \$7 per linear ft.*

$$\$7 \times \sim 4,000\text{ft} = \$28,000$$

Morgan Benbough, Vice President Alpine Bike Parks

- “Ashland desperately needs this. I’ll do it for \$9999.”

Jake Contreras (Builder of Lizard and Jabberwocky II)

- Uphill trail hand-built by volunteers. Aka free!

The real question is how much is this going to save?



**MOUNTAIN BIKING
SAVES OREGON**

\$26 MILLION

**ANNUALLY IN HEALTH
CARE COSTS.**

**OM
BC**
Oregon
Mountain
Biking
Coalition

(Rosenberger, 2018)



**EVERY \$1 SPENT
ON TRAILS LED TO
\$2.94 IN DIRECT
MEDICAL BENEFIT.**

**OM
BC**
Oregon
Mountain
Biking
Coalition

A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails, Wang, C., et al., (2004)

It's time to recognize
Ashland for what it is:
The mountain biking capital of
Southern Oregon

It's time to recognize MTB trails for
what they are:

Hugely beneficial to the health,
happiness and wellbeing of Ashland
residents and visitors alike.

The Outer Lithia Trail would solve two
critical issues by providing low-angle
beginner terrain, plus road-free
access to the watershed.

Multi Goal Sport Court Proposal

January 31, 2019

To: Ashland Parks and Recreation Department

From: Rogue Valley Bike Polo Club

Re: Proposal for Multi-sport court project at Hunter Park

Thank you for the opportunity to present our proposal to expand recreation opportunities at Hunter Park. Our goal is to serve a more diverse demographic of hard court-based sports by modifying existing facilities and repurposing an existing court at the south end of Hunter Park.

Presently, Court 5 at Hunter Park serves as the location for Rogue Valley Bike Polo, which meets regularly throughout the year on Monday nights and hosts an annual tournament that brings participants and spectators from up to 500 miles away. Court 5 also serves as one of several available courts for local tennis players, however its use is limited and other opportunities remain available to interested tennis players throughout town.

In its current form, each night the court is in use we must construct and deconstruct the bike polo court by temporarily removing the tennis nets, filling holes with fitted wood pieces, and moving side-boards that we custom built and funded to support our club. We appreciate the opportunity to play at Hunter Park, but this current situation presents safety and logistic challenges.

We are proposing a modification to existing infrastructure that will expand existing recreation opportunities for goal-oriented hard court sports by dedicating one court to serve a mix of sports, while still allowing its current users to enjoy the remaining 7 courts at Hunter Park as well.

This project would serve several popular recreation activities, including Bike Polo, Futsal, Roller Hockey, Street Hockey, and Roller Derby; to name a few.

Below you will find a draft proposal with estimated costs that can serve as a first step in evaluating our proposal. In short, we propose minimal changes that will improve the safety and logistic challenges we currently face, for instance the light posts will remain unchanged and the court structure will remain the same material. But by installing dasher boards and safety nets the light posts are removed from the field of play and the nets would help keep balls in their designated court.

Thank you for the opportunity to present our proposal, we are happy to answer any questions and look forward to working with the City of Ashland to partner in this great opportunity to expand recreation opportunities in the area.

Rogue Valley Bike Polo

Proposal details:

Changes to be made and estimated costs

- Remove tennis nets
- Remove fencing to North, East and West
 - \$1500
- Construct viewing area
 - Bleachers (2x20') on East side
 - \$2,000
 - Covered area 9x30
 - \$5,000
 - BBQ
 - \$400
 - Install concrete ramp and landing to connect sidewalk. Approximately 700 sq ft
 - \$5,000
 - Railings, approximately 90'
 - \$3,000
- Install dasher boards with netting
 - Materials \$19,000
 - Installation \$5,000
- Landscaping

| | |
|----------------------------------------------------|-----------------|
| Total project cost | \$40,900 |
| If skating rink boards may be repurposed, subtract | -\$17,000 |
| | \$23,900 |

Contact

Eric Michener



Daryl Witmore



Hi Daryl,

Good talking with you this morning.

I updated your 60' x 120' quote with the following changes:

- Added the Hockey Netting that we discussed
- Calculated the freight from St. Paul, MN to Ashland, OR
- Applied our upcoming Spring Flash Sale Discount

I plan to send you a Welcome Video and other useful videos that discuss rink planning, installation, etc. The videos are designed to be useful, but you may always opt out.

Your Rink Build

| Rink Components | Qty | Price | Total |
|--------------------|-----|----------|-------------|
| Tall (42") Boards | 81 | \$187.00 | \$15,147.00 |
| Tall (42") Gates | 1 | \$263.00 | \$263.00 |
| Tall (42") Corners | 4 | \$363.00 | \$1,452.00 |

Anchor Plates

5' x 40' Hockey Netting

10' x 60' Hockey Netting

86

5

2

\$22.00

\$95.00

\$320.00

\$1,892.00

\$475.00

\$640.00

Rink Component Subtotal: \$19,869.00

Shipping: \$1,125.00

2019 Spring Flash Sale Discount (YOU SAVE):

(all discounts good thru 03/31/2019) (\$2,200.00)

Grand Total: \$18,794.00

Thanks again and I look forward to hearing from you!!

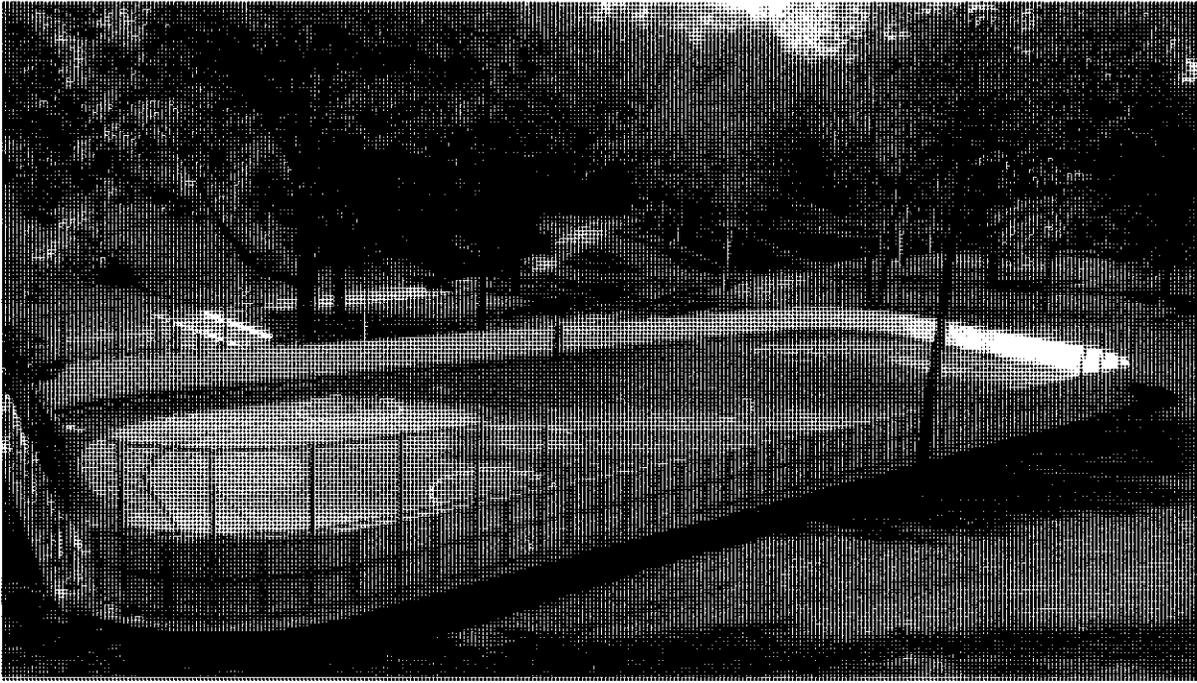
Thank you.

Mike Miller

Mobile Direct: 612-281-8855

Toll Free: 855-355-3131

Email: sales@d1backyardrinks.com



Example of proposed court

