



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.

**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
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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