CITY COUNCIL COMMITTEE

SPECIAL MEETING

RECREATION, CULTURAL AFFAIRS & COMMUNITY SERVICES

Dan Helix, Chair
Tim Grayson, Committee Member

4:00 p.m., Monday, September 14, 2015
(Please note earlier start time)

Building A, Garden Conference Room
1950 Parkside Drive, Concord

- A G E N D A -

ROLL CALL

STAFF PRESENT

1. **CONSIDERATION –** Bicycle Motocross **(**BMX) Park. Report by Joan Carrico, Director of Parks & Recreation.

2. **ADJOURNMENT**

In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3361, at least five days in advance of the meeting. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Distribution: City Council
Valerie Barone, City Manager
Jovan Grogan, Deputy City Manager
Mark Coon, City Attorney
Joan Carrico, Director of Parks & Recreation
Justin Ezell, Director of Public Works
Steve Voorhies, Parks Manager
Administrative Services

AGENDA ITEM NO._____

REPORT TO COUNCIL COMMITTEE ON RECREATION, CULTURAL AFFAIRS AND COMMUNITY SERVICES

TO HONORABLE COMMITTEE MEMBERS:

DATE: September 14, 2015

SUBJECT: BICYCLE MOTOCROSS (BMX) PARK

Report in Brief

Councilmember Leone requested, and the Council supported, that the Recreation, Cultural Affairs, and Community Services standing Council committee discuss the feasibility of development of a BMX Park in Concord on the BART owned property next to the existing skate park. To support the committee's consideration, staff contacted the cities of Pleasanton and San Ramon, and the Livermore Area Recreation and Park District (LARPD) and Cosumnes Community Services District (Elk Grove) to gather information on their BMX Parks. This report contains the information collected.

Staff recommends that the council committee review this information and provide direction to staff.

Background

Bicycle Motocross (BMX) is a popular type of racing, trick riding and jumping usually done on 20-inch-wheel, one speed bike. In this report you will also hear reference to Pump Tracks. A pump track is a small, looping trail system of dirt berms and "rollers" (smooth dirt mounds for pumping) for bicycling without the rider pedaling. The name comes from the pumping motion used by the cyclist's upper and lower body as they ride around the track. A good resource for further information on the topic can be found at www.bermstyle.com. The information contained in this report is representative of dirt track facilities that encompass both pump track and racing components. If the Council desires information on concrete or wooden facilities, ramps and jumps, additional research would be required.

Councilmember Leone requested that staff investigate the parcel of land owned by Bay Area Rapid Transit District (BART) directly adjacent to the Concord Skate Park (Attachment 1) as a possible location for a BMX Park. Staff will present additional information regarding the BART parcel as well as the ideal site requirements for a BMX Park in the Discussion section of this report.

Discussion

Liability – Government code section 831.7 provides a list of "hazardous recreational activities for which neither a public entity nor a public employee is liable if the person participating in that activity injures himself or herself or suffers property damage." Public agencies are immune for injuries arising out of such activities. Section 831.7 expressly characterizes "bicycle motocross" as a "hazardous recreational activity," thus, the City would be immune from lawsuits arising out of accidents happening to users of the prospective

BMX Park. However, City Attorney Mark Coon indicates that the City could be liable for injuries, "caused by the negligent failure of the public entity to properly construct or maintain in good repair any structure, recreational equipment or machinery, or substantial work of improvement utilized in the hazardous recreational activity." He indicated that it would be important to supplement our statutory immunity protections with facility signs spelling out the inherent dangers of BMX riding, facility use rules, and required protective gear. Examples of facility signs from San Ramon and Elk Grove are included (Attachment 2).

Environmental Review – Under CEQA, the development of a BMX Park would require a review of potential environmental impacts. Examples of impacts could be traffic, on-street parking, noise, drainage, etcetera. CED staff indicates that the cost for environmental review is difficult to predict because it is site specific. The range of cost could be anywhere from $50,000 to $500,000. Issues that might arise needing review on the BART property would include traffic, parking, noise and storm water runoff.

BART Parcel Adjacent to the Concord Skate Park – Staff spoke with the BART Real Estate Division who indicated that should the City be interested in developing a BMX Park on the BART parcel, the City would need to submit a written proposal for review by the Real Estate Division and ultimately for approval by the BART Board of Directors. The details of a lease agreement would need to be negotiated, should BART be receptive to the City's proposal.

The Cosumnes Community Services District (Elk Grove Bike Park), identified five criteria for evaluating potential bike park sites during their planning process. Their criteria is sound and, therefore, worth sharing.

1. Low impact on nearby homes – enough distance to minimize noise, dust, and other factors that could affect quality-of-life for area residents.
2. Safe access – ability for cyclists to access the park via bike lanes, trails, and/or streets with low traffic volume. Location near a school facility is beneficial.
3. Appropriate size – two to three acres is necessary to allow for appropriate amenities.
4. Near-term implementation – ability to construct and open the bike park preferably within one to two years.
5. Appropriate cost factor – the preferable location should have existing infrastructure such as parking, irrigation, drinking fountain, and restroom access; no additional costs for land acquisition and development fees.

The BART parcel provides several positive elements and several challenges. The positive features include its central location within the City, directly adjacent to the Skate Park, and good access from public transit. Some of the challenges include a busy corridor of roadway traffic, lack of any off-street parking, homes directly across the street on San Miguel Rd., and a water channel bisecting the property making contiguous use of the parcel a challenge.

A Brief Overview of Several Local BMX Parks

The current BMX Parks in Pleasanton, San Ramon, and Livermore were built by Shane Huntoon, a local home repair contractor and passionate BMX rider. Staff spoke with Mr. Huntoon to get additional information beyond that provided by City staff. In addition, Livermore Area Recreation and Park District

recently received a proposal for consideration of development of an additional bike park in Livermore. The proposal provides a good overview on BMX parks and is included in this report as Attachment 3.

Pleasanton BMX Park

- Located on East Bay Regional Park District (EBRPD) land at Shadow Cliffs Regional Recreation Area. The City of Pleasanton leases the land from EBRPD for $100 a year.
- Opened in 2005.
- Cost $172,000 to build.
- 2.65 acres of dirt tracks, mounds and banked turns for beginner to experienced rider. Includes a gravel parking lot, fenced BMX area, portable restrooms, water faucets, and a shed to store maintenance equipment.
- The City hires Shane Huntoon to work under 1,000 hours annually to do ongoing maintenance at the facility with a minimal budget for additional soil replacement and repairs.
- Drop-in facility, open during daylight hours.

Livermore BMX Track

- Located in the William J. Payne Sports Park on Patterson Pass Rd. at Vasco Rd.
- Opened in FY 2003-04.
- Construction costs unknown.
- This facility is designed primarily for BMX racing with start gates. Staff indicated that in its heyday, the track was heavily used, however, since about 2010 the facility has not been used as much. Riders in the area seem to have shifted their interest to developing a pump track facility as well as elements that allow for more jumps and obstacles that continuously challenge and improve skills. This interest is evidenced by the proposal included in your packet (Attachment 3).
- The current BMX track is maintained daily by volunteers. LARPD budgets approx. $5,000 annually for additional dirt materials and other repairs.
- Drop-in facility, open during daylight hours.

San Ramon BMX Track

- Located in Memorial Park at the corner of Bollinger Canyon Rd. and San Ramon Valley Blvd.
- Opened in late 1990's / early 2000's
- Construction costs unknown.
- This facility is designed for BMX racing with a single track and several start gates. This park also has seen a decline in use.
- The park is maintained by staff in the Public Services Department who indicated that the level of maintenance is minimal. They are currently allocating under $1,000 annually for maintenance materials. For many years the park was maintained by volunteers.
- Drop-in facility, open during daylight hours.

Cosumnes Community Services District – Elk Grove Bike Park

- Located in Elk Grove Regional Park, 9950 Elk Grove-Florin Rd.
- Opened October 2011.
- Project costs $460,000 funded with Quimby Fees (Attachment 4)
- 2.4 acres of predominantly dirt mounds and tracks with a few low-maintenance wood and rock elements. The park includes many features that appeal to both beginner as well as advanced BMX riders, including a loop trail, pump tracks, skill development area, a flow track, jump trails, and a freestyle area. The bike park area was built in the location of a former softball field.
- The park is maintained by a part-time, seasonal Maintenance Aide (Attachment 5) and is also supplemented with volunteer work projects.
- Photos of the Elk Grove Bike Park (Attachment 6).

In summary, should the Council direct staff to pursue the development of a BMX Park in Concord, funding sources would need to be identified. In addition, the success of similar projects in other communities have involved a "grass-roots effort" from the BMX community to run fund raising efforts, identify volunteers, and organize the BMX community to be involved in the planning and design phases of the project and often in the on-going maintenance of the park. It would be beneficial to identify interested members of the BMX community in Concord who are willing to be actively involved in the process. Finally, staff would recommend that if a BMX project is to be pursued in Concord, the City should consider locating it on the former Naval Weapons Station property while preparing the first stages of development of the Reuse Plan. The City will receive property for development of a city park in the early phases of land transfer.

Fiscal Impact

Without a specific property identified for development of a BMX Park, the costs for a project can range from $500,000 to significantly more depending on the extent of development and the environmental review required. There might also be an annual fee if the property is leased and on-going maintenance costs—although both appear to be minimal for other BMX parks.

Public Contact

Posting of the Council Committee agenda. The report was sent to the BART Real Estate Division and to other interested parties.

Recommendation for Action

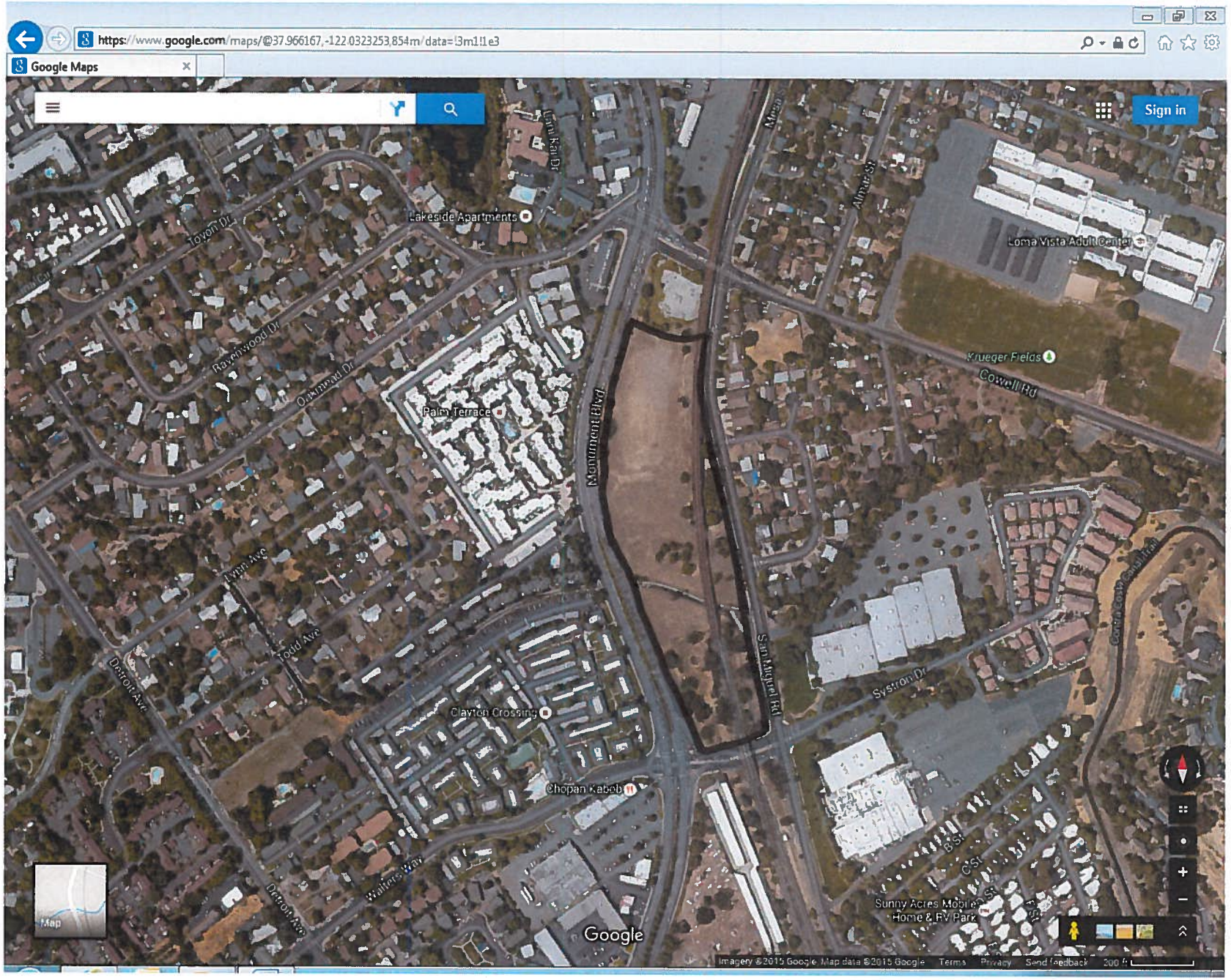
Staff recommends that the council committee review this information and provide direction to staff.

Jovan Grogan
Deputy City Manager
Jovan.Grogan@cityofconcord.org

Prepared by: Joan Carrico
Director of Parks & Recreation
Joan.Carrico@cityofconcord.org

Enclosures:

Attachment 1: Aerial Photo of BART Parcel
Attachment 2: Sample BMX Park Rules and Regulations
Attachment 3: Livermore Bike Park Proposal
Attachment 4: Elk Grove Bike Park Master Plan Staff Report
Attachment 5: Elk Grove Bike Park Maintenance Aide Job Announcement
Attachment 6: Elk Grove Bike Park Photos



ATTACHMENT 1

ATTACHMENT 2

ELK GROVE BIKE PARK

RULES AND REGULATIONS:

ALL PERSONS USING THE DISTRICT BIKE PARK MUST WEAR A HELMET WITH A FASTENED CHIN STRAP. VIOLATORS OF THIS RULE WILL BE CITED AND/OR ASKED TO LEAVE.

PROTECTIVE GEAR RECOMMENDED

GLOVES, KNEE/SHIN PADS, ARM/ELBOW PADS, FULL FACE HELMET, ETC.

PARK HOURS / USERS ALLOWED

OPEN DAYLIGHT HOURS: SUNRISE TO SUNSET

OPEN TO NON-MOTORIZED BICYCLES

NO MOTORIZED SCOOTERS, POCKET BIKES, ATV'S OR RC CARS

SPECTATORS ARE NOT ALLOWED IN THE BIKE PARK EXCEPT FOR TEACHING OR COACHING BIKERS

WARNING

COSUMNES COMMUNITY SERVICES DISTRICT DOES NOT ASSUME ANY RESPONSIBILITY FOR INJURIES AT THE BIKE PARK. USE OF THIS BMX FACILITY MAY CONSTITUTE A HAZARDOUS RECREATIONAL ACTIVITY PURSUANT TO GOVERNMENT CODE SECTION 831.7(B). USE OF THIS FACILITY MAY RESULT IN SERIOUS BODILY INJURY, DISABILITY, OR EVEN DEATH. COSUMNES COMMUNITY SERVICES DISTRICT DOES NOT ASSUME ANY RESPONSIBILITY FOR INJURIES TO PARTICIPANTS OR SPECTATORS. USE AT YOUR OWN RISK.

IMPORTANT

NO STRUCTURES, OBSTACLES OR OTHER MATERIALS (RAMPS, JUMPS) MAY BE BROUGHT INTO THE BIKE PARK. NO MODIFICATIONS SHALL BE MADE TO BIKE PARK FEATURES UNLESS AUTHORIZED BY DISTRICT PERSONNEL.

NOT ALLOWED IN THE BIKE PARK

NO ANIMALS * NO FOOD OR BEVERAGES * NO GLASS CONTAINERS

NO POSSESSION OR USE OF ALCOHOL, DRUGS OR TOBACCO

NO GRAFFITI, TAGGING OR PLACEMENT OF STICKERS OR DECALS IN THE BIKE PARK

RIDE SMART

STAY OUT OF AREAS MARKED AS CLOSED * RIDE WITHIN YOUR LIMITS AND SKILL LEVEL

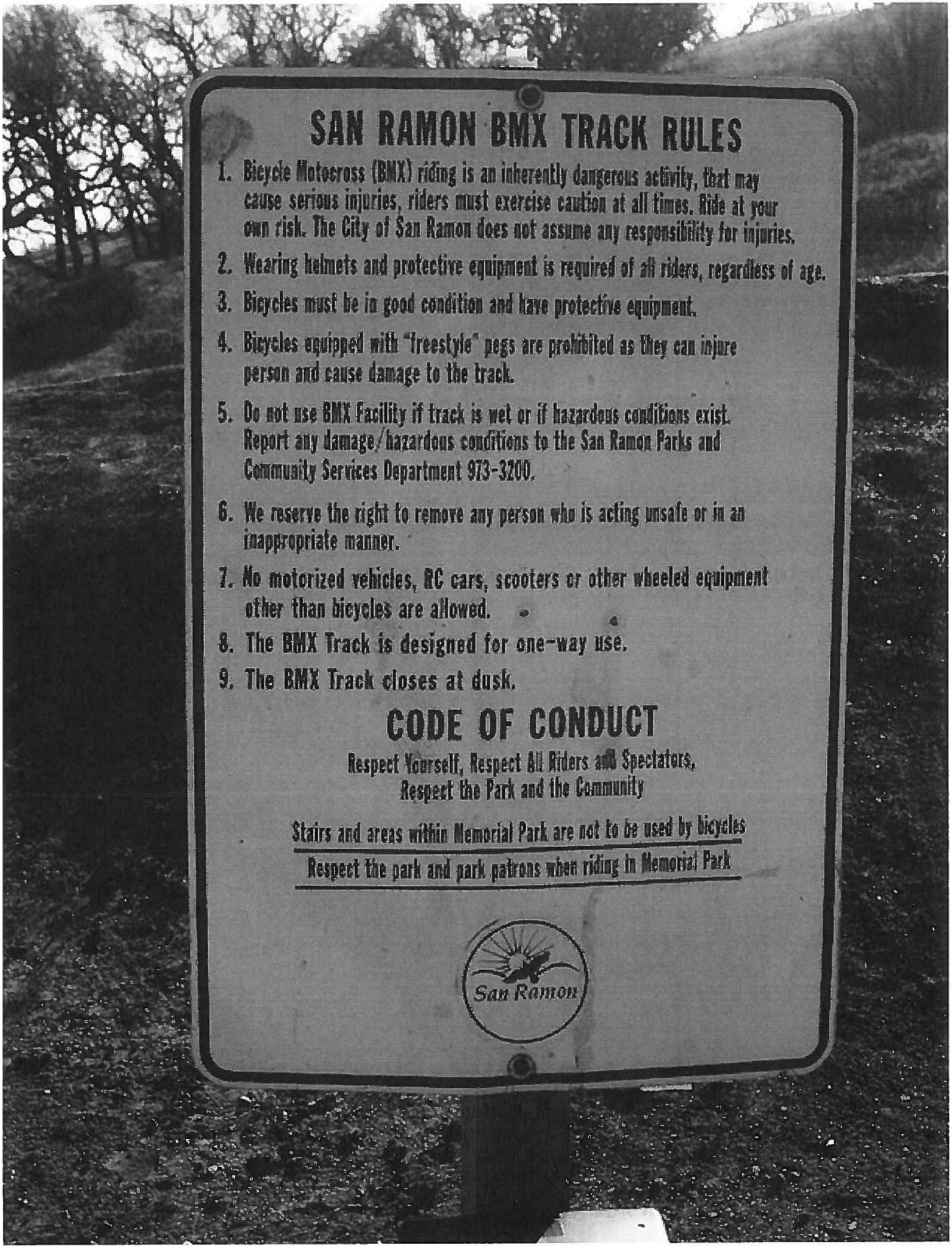
DO NOT RIDE IN PARK IF RIDING SURFACE IS WET OR HAZARDOUS CONDITIONS EXIST

TEMPORARY CLOSURES

COSUMNES COMMUNITY SERVICES DISTRICT RESERVES THE RIGHT TO CLOSE THE BIKE PARK FOR ANY REASON INCLUDING INCLEMENT WEATHER OR DANGEROUS CONDITIONS.

PARK MAINTENANCE HOTLINE: CALL (916) 405-5688

EMERGENCIES: CALL 911 OR (916) 714-5115


SAN RAMON BMX TRACK RULES
1. Bicycle Motocross (BMX) riding is an inherently dangerous activity, that may cause serious injuries, riders must exercise caution at all times. Ride at your own risk. The City of San Ramon does not assume any responsibility for injuries.
2. Wearing helmets and protective equipment is required of all riders, regardless of age.
3. Bicycles must be in good condition and have protective equipment.
4. Bicycles equipped with "freestyle" pegs are prohibited as they can injure person and cause damage to the track.
5. Do not use BMX Facility if track is wet or if hazardous conditions exist. Report any damage/hazardous conditions to the San Ramon Parks and Community Services Department 973-3200.
6. We reserve the right to remove any person who is acting unsafe or in an inappropriate manner.
7. No motorized vehicles, RC cars, scooters or other wheeled equipment other than bicycles are allowed.
8. The BMX Track is designed for one-way use.
9. The BMX Track closes at dusk.
CODE OF CONDUCT
Respect Yourself, Respect All Riders and Spectators,
Respect the Park and the Community
Stairs and areas within Memorial Park are not to be used by bicycles
Respect the park and park patrons when riding in Memorial Park
San Ramon

ATTACHMENT 3

LIVERMORE BIKE PARK

A COMMUNITY EFFORT TO DO SOMETHING GREAT.

Children and adults take turns on the start hill at the Elk Grove Bike Park.

A proposal to the Livermore Area Recreation and Parks District

Submitted December 2014

Contents

Introduction

This proposal for the Livermore Bike Park was drafted to offer insight on the fundamental ideas of how to design, build, and operate a bike park. It is our sincere hope that we have brought some clarity on an emerging recreation category.

We have done our best to explain what is involved in a bike park, and how it fits into the overall recreation plan for our area. As with any new endeavor, unforeseen challenges will arise. Under the section, "Bike Park Lessons Learned", we have highlighted some key issues that other Parks have faced in order to address them ahead of time. The "Bike Park Comparison" appendix goes deeper into how other communities have brought bike parks into their systems. We have even assembled some professional samples of what could work in the Sunken Gardens Park.

We hope you will consider including a bike skills park in the Livermore Area Recreation and Parks District's vision for the future. We realize this is an ambitious proposal, however it is important to remember that the park doesn't need to be built all at once. In fact, as long as the initial design and approval takes into account the desired final configuration, building the park in stages is probably the best way to build the momentum and funding needed for a park supported by neighbors, volunteers, and community sponsors.

Clearly, there is a lot of work to do before we actually get tires on dirt. However, visiting and evaluating other parks with their successes and challenges has reinforced our conviction that we have an ideal combination of location, demographics, need, and support.

We hope you will support this community effort to do something great!

Riders of all ages can benefit from a well-designed bike park.

Sincerely,

The Livermore Bike Park Team

Heather Day

Ryan Day

Mike Ralph

Marty Seagraves

What is a Bike Park?

A bike park is a place that has various dirt trails and paths built for technical bicycle riding. It is a space where cyclists of all ages and abilities can have fun, get exercise, and build community while learning new skills and challenging themselves in a safe, controlled environment. More specifically, a modern bike park provides jumps, rollers, berms, and other man made features, which provide bike riders an opportunity to safely learn new skills. The key to this is the concept of progression. By providing obstacles, jumps, and other features of varying size and difficulty, a bike park allows riders to continuously challenge and improve their skills, without ever needing to ride beyond their skill level. It also provides opportunities for experienced riders to mentor new riders and, through an organized volunteer association, provides a designated location where riders can work together to build and maintain a variety of challenging riding opportunities.

The progressive design of the Aptos Pump Track allows riders to choose lines of varying difficulty.

To help illustrate the elements of a successful bike skills park, lets take a virtual visit to a bike park such as the one we hope to someday have here in Livermore. On a typical afternoon, a first time visitor to the bike park might see very young riders, some still on pedal-less "scoot bikes," working their way around a rolling dirt trail known as a "pump track" complete with bermed turns and curves. Some of the kids still need their parents to help them along, while parents of more experienced riders are watching from the shade of a nearby tree, making friends with other families who have come out to enjoy the park. Along with the young riders, older children, and even many of the parents and other adult riders, are trying out the pump track, improving balance and control as they practice moving their bikes through the turns and gaining speed over the small hills.

Nearby the visitor can watch slightly more experienced riders pushing their bikes up a steeper start hill to test out a variety of jump lines. For riders new to jumping there are flat topped "table top" jumps and rhythm sections consisting of several rollers in a row that can be ridden over with both wheels on the ground while the rider gets a feel for the course, but can also be jumped as the rider gains confidence. Interspersed with these jumps are a variety of alternate lines with larger and more challenging jumps. Riders with years of experience are challenging themselves by combining these jumps in a variety of ways, which keeps the park fresh and interesting. Watching and talking with these more advanced riders gives younger riders a chance to improve their own skills. The visitor is impressed with the way the group of teenaged riders takes turns watching and following each other through the different lines. The park design allows them many opportunities for creativity as they combine the different lines and jumps in fun and innovative ways.

Roller Ramps at the Sea Otter Classic provide a fun way for riders to learn balance.

Exploring around the park further, the visitor finds an area with obstacles devoted to building skills that help riders have fun and safe mountain biking experiences. They see a mother teaching her young son how to lift his front wheel to ride smoothly over obstacles such as a log and a large rock, and a father

teaching his older daughter how to keep the front of the bike up in order to smoothly drop a small ledge between a higher and lower section of trail. Both of these challenges rely on similar skills. Riding off a higher ledge is in many ways a more advanced version of lifting the wheel over a log. By working on these skills in the same area, the younger rider has the opportunity to see how the older rider moves her bike and body and the older rider can see the connection between the challenges she has already mastered and the skill she is trying to learn. This challenge area also has obstacles such as narrow boards, secured close to the ground, to allow riders a safe place to practice riding skinny bridges or narrow section of trail. For more advanced riders these skinnies are slightly more elevated, and some even have an additional obstacle, such as a turn, to make them more challenging. The visitor can see how learning to ride through these sorts of challenges builds riders' confidence and ability, provides a great full body workout, and is lots of fun!

Finishing the tour of the bike park, the visitor is greeted by a volunteer maintenance crew putting some finishing touches on a new jump line. The crew is lead by an experienced trail builder who works closely with the parks department to plan maintenance of the Bike Park as well as new jumps and obstacles to keep the park exciting for even the most experienced riders. Today's enthusiastic crew is made up of several local families as well as a community service group from the local high school. They are proud to show the visitor the great work they have done keeping the bike park fun and safe for all the different users. The more experienced riders in the crew are excited to hop on their bikes and try out the new line. The visitor stays to watch, and is encouraged by the other crewmembers to bring their bike and give it a try next time. The visitor admits to having a mountain bike, but contends that they don't really know how to ride all these obstacles. No problem, the crew leader insists, come on out and have fun; we'll help you. After all, this is the perfect place to learn!

There are three jump lines at the Elk Grove Bike Park, each progressively more challenging.

Why Does Livermore Need a Bike Park?

Our area has a long history with recreation, fitness, and a deep love of bicycles. Livermore has an expansive network of beautiful multi-use trails, and on any day a visitor will find residents strolling, roller-skating, jogging and biking along these pathways. The popularity of these trails encourages fitness and builds community as neighbors meet to walk dogs, jog with strollers, and take the kids out for a bike ride. Unfortunately, what these trails do not do is offer a way for users to safely build technical biking skills or provide an outlet for riders looking for a more exciting, challenging riding experience.

Cyclists of all ages and abilities enjoy Livermore's multi-use trails.

There are already some technical biking opportunities in Livermore and the surrounding area, but none provide the kind of skill progression found in a well-built bike park. The Skate Park and Bicycle Stunt Course at Sunken Gardens do offer some facilities for bike riders, but not enough to meet the growing needs of the bike community. Technically, the Skate Park does not even allow bicycles, though they do find their way into the bowls. Unfortunately, this can lead to overcrowding. The Bicycle Stunt Course does provide some bicycle ramps, but they can only accommodate a few riders at a time, and are inappropriate for young riders to build their riding skills.

The BMX Track at William Payne Sports Park on Patterson Pass Road was designed as a one directional racetrack for more advanced riders, and does not provide progressive opportunities for new riders to build their skills. It also does not allow riders to choose different lines as they ride. The creativity and mental challenge inspired by combining a variety of bike lines is one of the advantages a Bike Skills Park would have over a BMX racecourse. Although it was envisioned as a race venue, the BMX Track does not have the facilities to accommodate a race crowd. These shortcomings mean the BMX Track does not have the kind of community and volunteer support that a better-utilized venue can usually expect, leading to a poorly maintained track. Despite these problems, the BMX Track does attract families and older teenagers from the

surrounding neighborhoods since it is the only BMX track in the area. A well built bike park would appeal to many of these same families and teenagers, especially if it was centrally located and could be accessed from the Arroyo Trail. It could even potentially replace the current BMX track allowing the space at William Payne Park to be converted to another use such as a dog park.

Perhaps the closest example of a local venue with some features of a good Bike Skills Park is the BMX facility at Shadow Cliffs Regional Park. Currently many families drive over from Livermore to take advantage of the varied pump track and jump lines at Shadow Cliffs. The Shadow Cliffs Facility does not have all the features proposed for a Livermore Bike Skills Park, but it does have a variety of jump lines that allow riders to progress from easier rolling hills to more advanced jumps. On a busy day the park can become so crowded it is hard for younger kids to make their way around the track. The popularity of this bike jump course shows how great a need there is for more of these sorts of facilities in the Livermore Valley. A Bike Skills Park in Livermore would complement the park at Shadow Cliffs, allowing younger riders a safe place to learn basic skills and more advanced riders additional variety to keep up their interest in this fun, physically and mentally challenging sport.

A quiet morning at the Pleasanton BMX Park

Many bike parks incorporate a "cross-country" trail around the outside of the park. This trail simulates features normally found on a mountain bike trail. In addition to being ridden by mountain bikers and BMX riders, a cross-country trail is a great practice location for cyclocross riders. In cyclocross races, riders use road-style bikes with knobby tires to maneuver through a dirt course with a variety of usually man made obstacles that require the rider to dismount and carry the bike. In past years, the course for cyclocross events held at the Livermore Rodeo grounds has included having riders jump off their bikes to lift them over bales of hay, and hoist their bikes to their shoulders to carry them up the bleacher stairs. Cyclocross is growing in popularity. Livermore based race promoter Red Kite Racing is planning a cyclocross race series for the fall of

2015 in the Tri-Valley area. Livermore cyclocross riders would benefit from a Bike Skills Park both through cross training by riding their mountain bikes on the pump track and skills areas, and directly by having a dirt cross country loop to ride their cyclocross bikes on.

Another benefit of approved bike parks is that they reduce illegal bike jump building in the surrounding area. There are several locations in Livermore that have had ongoing problems with illegal dirt jump construction, including environmentally sensitive areas such as the Alkali Sink seasonal wetlands in the Springtown Preserve, and riparian areas along the Arroyo Mocho. While it is impossible to prevent all illegal jump building, most riders would rather put their time and effort into building, maintaining and riding jumps that won't be bulldozed as soon as they are discovered by authorities. A well-built bike park with an active volunteer maintenance crew is an excellent legitimate outlet for potential illicit jump builders.

Bike Parks have been proliferating across the country since the introduction of BMX racecourses in the 1970s. Parks and Recreation Departments have discovered that there is a distinct need for skill-building facilities, and have dedicated resources to building and maintaining the parks with positive results. They have even been referred to as the "new tennis courts" for many cities. Many parks and recreation departments even offer classes and summer camps at their bike parks. A bike skills park in Livermore would be a great addition to the many features that currently attract families to the Livermore Valley. Not only does it provide a safe place for kids and teens to get outdoors and exercise, it is a place where any biking enthusiast can have fun and build new skills. A well-built park, large enough to allow for skills progression and a variety of ride options, will even draw regional riders, who can stay to enjoy Livermore's other attractions such as restaurants and wineries.

Everybody wins when a new recreation venue supports healthy lifestyles and helps build community.

Livermore Bike Park Plan

Proposal for the Livermore Bike Park

The current Sunken Gardens Skate Park and Bicycle Stunt Course are an ideal entry point for the Livermore Bike Park. The Bike Park would provide a unique sports venue, utilizing existing infrastructure while maximizing an under-used area. A dirt and man-made bike park in conjunction with the existing skate and bicycle facilities at this location, would truly offer an action sports destination for Livermore residents.

Existing bicycle stunt course adjacent to a proposed Bike Skills Park location

Our vision for a Livermore Bike Park consists of a Strider course for young riders, pump track, dirt jump lines, skinnies, and a skills area. The natural terrain does have some elevation change that would be incorporated into the design of the tracks. The layout would be inviting to new riders, as well as offering challenges for riders of all levels. The underlying theme to the Livermore Bike Park is "progression", where riders can progress and improve in a safe environment. Riders should be able to find new challenges at the Park, and never feel like they have "outgrown" it.

The features and elements of the Bike Park are designed for BMX and Mountain Bikes. These types of bikes are built to handle off-road riding, with proper tires, wheels, and brakes. Appropriate signage would be necessary to indicate the types of equipment necessary. Signage should also indicate the difficulty of each bike park element. The description below utilizes a ski-resort style rating system ranging from green circle (easiest) to double black diamond (hardest). A comprehensive description of how to assign these ratings to bike trails and technical bike park features can be found at https://www.imba.com/resources/freeriding/trail-difficulty-rating-system.

Bike Park Elements

The CAD drawing provided by Hoots Inc. (Appendix 1, p. 26) shows how a number of bike park features could be incorporated into Sunken Gardens Park next to the current skate park. The CAD drawing is superimposed onto a Google Maps aerial photo of the proposed area. Each section is color coded for easy identification on the drawing. It includes a number of elements, as described below. The elements include ski-resort

style difficulty ratings to help users identify skill level appropriate challenges. This drawing is intended as a starting point for discussion, not a definitive description of bike park requirements.

Start Hill (Brown)

A start hill is a large dirt hill that serves as the entry point or run-in for dirt jump lines or other features. Typically, the start hill is the largest single feature in a bike park. In this case there are several start hills to access the different jump lines. Having several start hills helps spread users out across the different features of the park.

Dirt Jumps (Yellow, Dark Blue, Purple)

Dirt jumps come in all sizes for all skill levels. Bike parks generally have a progression of jumps, offering riders appropriate jumps for the level along with something to work towards. The yellow area represents a series of parallel jump lines progressing from green circle to blue squares to black diamond. The adjacent dark blue shows a more advanced jump line with flat "table topped" jumps. These black diamond level jumps are harder than the ones in the yellow section but can still be rolled safely over if a rider is unable to jump the full line. The final jump line, in purple is the double black diamond section for highly skilled riders only. This section includes jumps with gaps between the takeoff and landing ramps.

Strider Course (Medium Blue in center of park)

A Strider course is similar to BMX and pump tracks in layout but much smaller in height and length. Strider courses are for riders 2 to 5 years old that ride bicycles without pedals, and rely on scooting or "striding" to get around.

Pump Track (Orange)

A pump track is closed-loop dirt course consisting of berms and rollers. Pump tracks encourage absorbing each roller, rather than jumping, to boost speed. The absorbing movement "pumps" the rider through the course, increasing speed. Pump tracks are great for skill building and suitable for all levels of riders.

A young rider on a strider navigates the pump track at the Pleasanton BMX Park.

Skills Area (Light Blue and Green)

The skills area consists of a variety of features similar to those a rider might encounter on a trail. These include logs, rocks, and skinnies. Skinnies are wood rails or horizontal ledges that require riders to focus on slow to medium speed balance. The object is to ride the length of the skinnies without falling off. Skinnies can be placed at low heights with straight lines for new riders, and then progressively get higher and harder for greater challenges. The elements in these areas would be progressive, with the green area containing ground level, green circle and blue square level obstacles, and the light blue are moving up to include elevated blue square and black diamond level challenges.

Intermediate and Advanced lines in the skills area at the Woodward Fresno Bike Park

Trials Area (Pink)

Trials riding areas are designed for slow-speed riding, with lots of obstacles that require focus, balance, and commitment. Trials areas can be built out of wood, rocks, natural elements, trees, truck tires, and other interesting objects. This area is the most advanced part of the Skills Area and consists of mainly blue square and black diamond level elements.

Other Elements

Other elements that are sometimes included in bike skills parks, but that are not specifically included in this drawing include the following:

BMX Track

BMX tracks are designed for races, with a clear start hill and finish line. Tracks have dirt jumps and berms.

Flow Trail

A flow trail incorporates a series of berms, typically on a slight slope, that give riders a thrill.

Slalom Course

A single or dual slalom course is a flowing downhill trail with jumps and drops with a clear start and finish point. Dual slalom courses have twin trails that allow riders to race against each other over matching obstacles.

Wall Ride

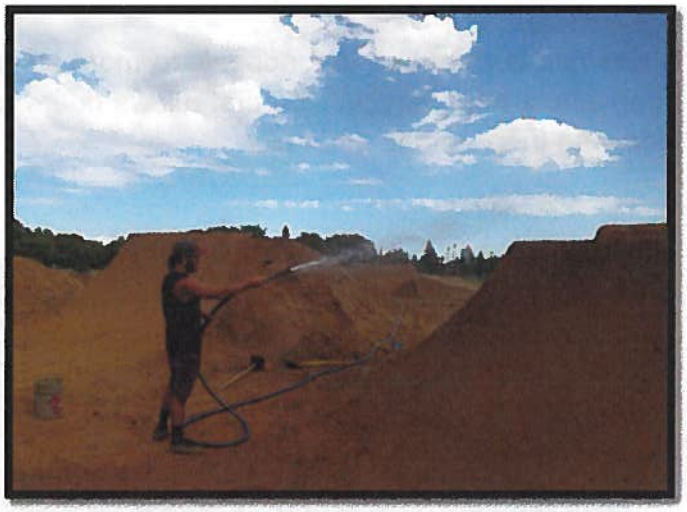
A wall ride is a feature that appeals to more advanced riders. It is a fence-like wooden ramp with a near-vertical side that allows riders to enter from one side, ride across the face, and then exit the other side.

Advanced riders navigate a wall ride at the Sea Otter Classic.

Operations and Maintenance

Maintenance

Anticipated maintenance includes watering and raking the dirt courses, light landscaping, and periodic refinishing of wooden features. A team of maintenance volunteers is needed to keep the bike park operating properly. There are commitments from the creators of this proposal, as well as Facebook friends and community members, for ongoing support. Coordinating with Boy Scouts, high school cycling teams, and other civic groups will be helpful in generating future community involvement.



A volunteer puts the finishing touches on a new expert line at the Elk Grove Bike Park.

Hours of Operation

Hours of operation would be from 6 a.m. to dusk, to match the hours of the Skate Park and bicycle stunt course.

Admission and Security

The Livermore Bike Park would have the same open-playground design as the Skate Park and Bicycle Stunt Course. Since most of the construction would be simple dirt and wood elements, security should not be an issue. Signage will show that the park is closed in wet weather. If wet weather use is a concern, a simple chain link fence around the perimeter can be used to deter unauthorized entry.

Usage Numbers

It is hard to estimate usage numbers since they will vary depending on the final size and design of the park. A larger park will attract more users, but it will also be able to accommodate them.

Parking

The current parking lot has 28 spaces, with overflow parking into the end of Pacific Avenue. Most park users are expected to arrive via bicycle, and should not adversely affect the parking situation.

Size of Park

The proposed Bike Park encompasses approximately 3 acres of the available 7 acres Sunken Gardens field, and features the Strider course, jump lines, pump track, and skills areas.

Traffic

Traffic should not be an issue to local residents, as the daily volume of visitors driving in is not anticipated to be large. Many users will be able to bike to the park.

Other Park Features

A water fountain, bench seating, picnic tables, restrooms or porta-potties, and trashcans are important to maintain a positive setting. Several centrally located hose bibs are needed to allow volunteers to water in new course elements. A small locked storage shed for tools and hoses is also helpful to allow volunteer groups easy access to tools for regular maintenance.

Rules

Rules should match the posted rules for the Skate Park and Bicycle Stunt Course, including mandatory helmet use and recommended glove and pad use.

Signage

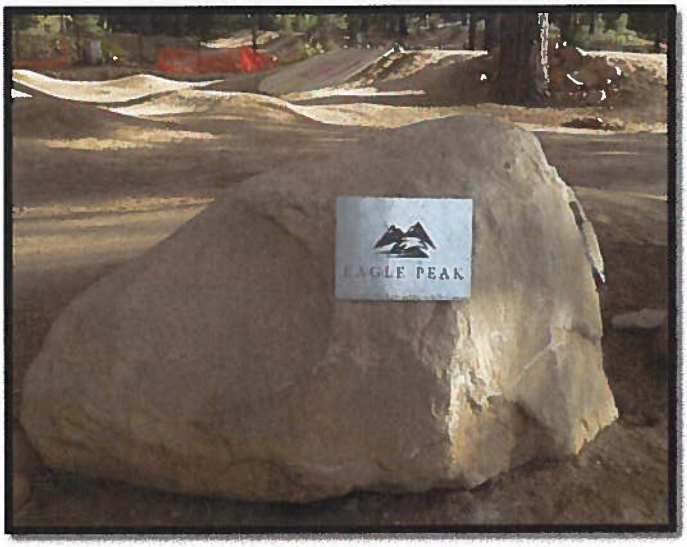
Appropriate signage is a necessity, showing the layout, purpose, and designation of each section of the park as well as park rules and wet weather restrictions. Helmets are always a requirement, and some signs may include information about age restrictions and the difficulty of various features. The following photographs show some examples.

An important reminder at the Elk Grove Bike Park.

Signage varies widely from bike park to bike park, but all include important safety and usage information.

Budget

The cost of building a bike park depends on the size and scope of the project, materials required, and the amount of volunteer labor and donated materials available. The cost can range from the tens of thousands (Scotts Valley Pump Track, $17,000; West Side Bike Park, Santa Cruz, $25,000) to the millions of dollars (Valmont Bike Park, Boulder, CO). Utilizing donated materials such as free dirt from other construction projects can help reduce costs. Building the park in phases can also help spread out the costs over time and allow the project to better utilize volunteers and other limited resources. Completing an initial phase of the park also helps motivate volunteers and increases community and corporate sponsorships, helping defray the cost of later stages.



Sponsorship Plaque at Truckee Bike Park

Ongoing maintenance costs and responsibilities are similar to those of other parks of similar size and would include trash collection, occasional watering and raking the dirt courses, light landscaping, and periodic refinishing of wooden features. Many of these duties would be taken care of by volunteers. Other parks departments have found that an effective way to manage volunteers is to hire one part time employee to coordinate and oversee volunteer activities.

Insurance is an important factor in budgeting for a bike skills park. Other Parks Departments have accounted for bike park liability by simply adding the park to their existing insurance policy just as they would cover any other facility such as a skate park, ball field, or swimming pool. Bike skills courses are becoming a common enough park feature that many insurance companies now have experience in providing the appropriate coverage.

Bike Park Lessons Learned

We have spoken with people involved in many stages of designing, building, and maintaining various bike parks around Northern California, Colorado, and British Columbia. Here are some of the common problems that they have seen, and ways that they have been avoided or corrected.

Poor Design or Build

It is important that the people designing the bike park and the people overseeing the build be experienced riders and builders. There is as much art as science in the shape and spacing of the jumps, berms, and other features that give parks their rhythm and flow. Experienced riders and builders will build parks that are more fun for riders of all abilities. Additionally, these committed riders are the most likely to work to maintain the track, which will help avoid problems with community support and maintenance (see below). One mitigating factor with respect to the design and build is that many of the features of a bike park are built out of dirt that can be reshaped or completely rebuilt if a section does not work out as the designer intended.

Lack of Drainage

A common problem with pump tracks and dirt jumps that are built without an overall plan is a lack of drainage. Jumps and tracks that are built without official sanction or support do not generally consider how water will flow on the track or where it will gather, leading to unrideable, muddy messes for parts of the year and requiring extensive and regular maintenance. This can be an especially large problem on tracks built on completely flat ground or downhill tracks that follow a slope's fall line. A good bike park design will include a drainage plan that takes soil compaction into account and allows for changes to be made to the park without overly affecting its ability to shed water. If off-site drainage is not desirable, gravel filled sumps can be dug in low-lying parts of the track and runoff can be directed to these areas. The dirt removed to dig the sumps can be used in track construction.

Lack of Community Support / Maintenance

Bike parks that are not used do not have good volunteer support. This means they tend to fall into disrepair and become unsafe or even unrideable. The key to making sure that a bike park gets used is to build it well. It should offer safe and fun opportunities for beginning riders and progress up to very challenging jumps and lines for advanced riders. It is important to remember that most of the users will probably be beginner to intermediate riders, but the advanced riders will be the heaviest users, and are the users who are most likely to spend the time and effort to maintain the park and keep all of the features in a safe and rideable condition. Allowing community members easy access to maintenance supplies such as rakes and water, for example by providing

trained volunteer leaders with the combination to a locked tool shed, is also a good way to ensure the track stays in good shape.

Unexpected Costs

Building a large bike park with multiple jump lines, a pump track, skills area, etc. requires moving a lot of dirt and shaping it precisely. There are a number of companies in the Bay Area and around the country that design and build bike parks. These are professionals who have built very good parks that avoid the problems listed above. The initial expense of hiring professionals can help avoid costly maintenance issues down the road. Additionally, unrealistic timetables for a park's construction or an overly constrained design may increase the cost of building a park, as can insistence on costly materials simply for aesthetic reasons. Many parks offset the costs by allowing local businesses to sponsor park features, pursuing grants, and seeking out community donations. Volunteer labor and local business sponsorship can also be used to offset some of the costs of building the park.

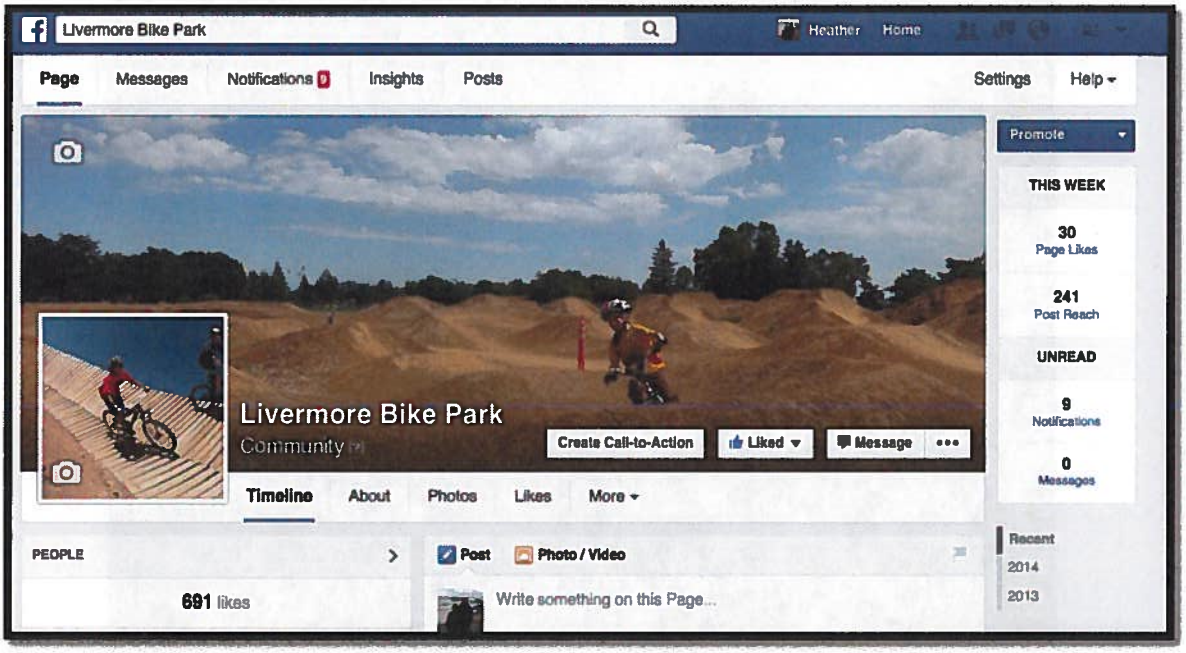
Working with a professional track designer and experienced bike park builder can help reduce the incidence of unexpected future maintenance costs.

Community Support

The level of support for the addition of a bike skills park to the Livermore Area Recreation and Parks District has been outstanding. In an effort to quantify this support, we have founded a Facebook Group, as well gathered signatures within the community of people that would like to see the park come to fruition.

Facebook Group

Our Facebook group has become the virtual meeting point for the Livermore Bike Park Supporter Community, both for local and regional riders. As of March 2015, there are almost 700 "Likes" and each friend gets our updates and news. We use this group as the central point of contact among riders and supporters, and also showcase other parks and features to share ideas from bike parks in other areas. In the future this site will help recruit volunteers and can be used to share news about weather closures, track building events and more.



Signatures

Signature sheets have been available around town for a few months, and we have over 300 unique signatures from local residents. Signature sheets were located at Livermore Cyclery, Street Science Skateboards, and Bicycles! Pleasanton. These sheets are available for review.

Businesses

Many local businesses have expressed their support for the Livermore Bike Park. Livermore and the Tri-Valley area have eight bicycle stores, and four large, multi-sport stores that carry bicycles. We have reached out to each business, and they have unanimously agreed that a bike skills park would be an asset to the area.

Sponsorship opportunities are a valid avenue to pursue, much like what we currently see at our baseball and soccer fields. Other parks have utilized sponsorship plaques and banners as a source of revenue to help fund construction and maintenance.

The Truckee Bike Park utilizes a variety of donation recognition tools, including selling bricks engraved with sponsor's names on a pathway, featuring sponsors on their Facebook page (www.facebook.com/truckeebikepark), and spotlighting high level donors with plaques at the bike park.

Professional Design

Hoots, Inc.

We have solicited professional design and layout advice as a starting point for planning a park that fits into our unique layout opportunity at the Sunken Gardens Park. The CAD drawing (Appendix 1, p. 26), courtesy of Hoots, Inc. illustrates a design with a wide range of features as described in the "Bike Park Elements" section (p. 12), that encompass our vision for a progressive park that truly welcomes riders of all interests and skill levels.

LeeLikesBikes

The "Pumptopia" Pump Track Plan (Appendix 2, pp. 27-31), is a professional pump track design purchased from Lee Likes Bikes Trail Building Design Services. It shows the detail and layout of a professionally designed pump track that incorporates the most popular features of a pump track in an efficient layout. This particular design has been replicated dozens of times around the world, and is considered the benchmark for effective layout. The course consists of a main straight line, 180-degree berm, linked turns and crossover options. Although there are some variables in regards to sizing and scale, the basic layout is a proven configuration and is a good example of the level of detail provided in a professional bike park design.

Summary

"A Community Effort to do Something Great" is a bold claim. As local residents, parents, and cyclists, we strongly feel that a bike skills park is, indeed, a great asset to the community and that without one, Livermore is missing out.

We prepared this proposal to address the what, why, who, and how of creating a place that not only ties into the Livermore Area Recreation and Park District's mission of providing outstanding recreation areas that stimulate, educate, and enrich residents' lives, but also motivates, inspires, and even improves our lives.

We ride bikes. Our families ride bikes. Our neighbors, friends, and co-workers are bike riders too. However, our proposal is for a bike park that not only attracts current cyclists, but is also a welcoming place that offers a safe environment where young and not-so-young new riders can learn to enjoy the fun and fitness that riding offers.

Our backgrounds are varied, and we all bring unique skills to this project. We are committed to creating a successful and sustainable facility that all of Livermore will be proud of.

Thank you for your attention,

The Livermore Bike Park Team

Proposal authors and our families

Appendix1. Hoots Inc. CAD Drawing of Livermore Bike Park

This CAD drawing illustrates a potential layout for the Livermore Bike Park. Complete descriptions of the various sections begin on page 12.

Appendix 2. Pumptopia

Appendix 3. Industry Contacts and Vendors

There are a number of contractors and companies that specialize in designing and building bike parks. Here are some local or noteworthy examples:

Action Sports Construction

Aptos, CA

http://www.actionsportsconstruction.com

Contact: Alex Fowler

Services: Bike park design and construction

Noteworthy project: Google HQ pump track, 2013 Sea Otter Classic Speed and Style course

Flowform Bike Ramps

8-1050 Millar Creek Road
Whistler, BC V0N 1B1 Canada

http://www.Flowformramps.com

Products: Pre-fabricated ramps and features for Municipal parks

Noteworthy Projects: 2014 Sea Otter Mountain Bike Zone

Gravity Logic

7470 Ambassador Crescent

Whistler, BC V0N 1B7 Canada

http://www.Gravitylogic.com

Services: Bike park design and construction

Noteworthy project: Stevens Pass Bike Park, Washington. Whistler Bike Park, Whistler BC.

Hilride, Inc.

62 Rishell Drive
Oakland, CA 04619

http://www.Hilride.com

Services: Bike park design, consultation, community outreach, and construction

Notable projects: Design and construction of Woodward Mountain Bike Park in Fresno, CA and Elk Grove Bike Park in Elk Grove, CA.

Hoots, Inc.

North Vancouver, Canada

http://www.Hoots.ca

Services: Bike park design, consultation, and construction

Notable projects: The largest professional bike park builder in Canada with hundreds of completed projects. Provided CAD drawing of possible bike park elements in Sunken Gardens Park (Appendix 1, p. 26).

Lee Likes Bikes LLC

Boulder Co

http://www.Leelikesbikes.com

Contact: Lee McCormack

Services: Bike park design and construction, skills clinics

Noteworthy projects: Sea Otter pump tracks, Valmont Bike Park, Boulder Co, designed "Pumptopia" pump track design included in Appendix 2 (pp. 27-31).

Appendix 4. Existing Bike Park Comparisons

California is home to many beautiful public bike parks. Some regional parks are summarized alphabetically below. Photos are adjacent to their respective park descriptions.

Aptos Pump Track

Location: 8035 Soquel Dr, Aptos, California

Operated by: Land is temporarily leased to the county of Santa Cruz

Start Date: 2010

Size: 90'x50'

Elements: Dirt jumps, pump track

Estimated Cost to Build: donated time / money from community and Epicenter

Source of Maintenance Funds: Volunteer maintained

Admission Fee: None

Hours of Operation: Daylight hours

Parking: Epicenter lot and entrance of Nisene Marks

Other amenities and services: Located next to Epicenter Cycling bike shop, shop bathroom is open for park riders to use

Website: https://www.facebook.com/aptospumptrack

Chanticleer Pump Track

Location: 1975 Chanticleer Ave., Santa Cruz, CA 95062

Operated by: Santa Cruz County Parks and Recreation with volunteer help

Start Date: 2013

Size: 4500 sq ft

Elements: Starting hill, pump track with a fast outer loop with mostly 90° turns, tighter, more technical lines to the inside

Source of Maintenance Funds: Santa Cruz County Parks Department

Admission Fee: None

Hours of Operation: 9:00am to dusk

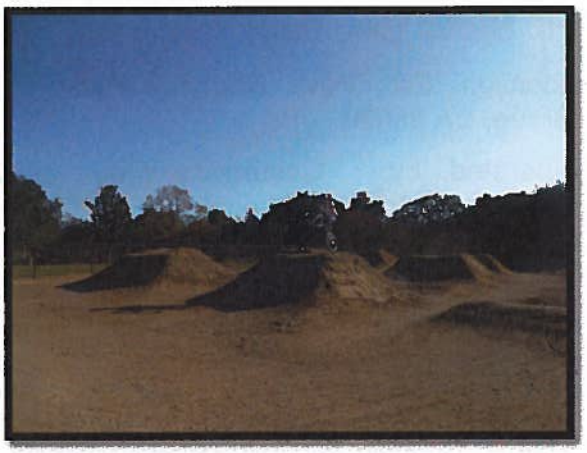
Parking: 6 car parking lot

Other amenities and services: Assorted seats, signage, water faucet

Website:http://www.facebook.com/pages/Chanticleer-Park-NeighborsVecinos/257408633022

Calabazas Park

Location: Rainbow Drive & Blaney Avenue, San Jose, CA 95129



Operated by: City of San Jose

Start Date: Reopened in 2007

Size: 1.5 acres of 17.2 acre park

Elements: Dirt jumps, pump track

Estimated Cost to Build: $566,239

Source of Maintenance Funds: City of San Jose General Fund

Admission Fee: Free

Hours of Operation: Daylight hours, gated but not locked

Parking: Street and shared parking

Other Amenities and Services: Benches, garbage cans, signage

Website: http://www.sanjoseca.gov/facilities/Facility/Details/64

Cummings Family Skate and Bike Park

Location: 1775 Creekside Dr., Folsom, CA 95630

Operated by: City of Folsom, Parks and Recreation Department

Start Date: 2004

Size: 1.27 acres

Elements: BMX track with progressive dirt jumps, start hill, and wall ride

Estimated Cost to Build: Contracted fence, lights, start gate, and initial import dirt $174,000. Volunteers, Eagle Scout, & City staff with $10,000 REI grant built wood wall and original course components.

Source of Maintenance Funds: Parks Maintenance Budget - General Fund (fence and lighting repairs), Skate Park / BMX Operational Budget – General Fund (dirt & jump modifications)

Admission Fee: $3.00, includes entrance to Skate Park

Hours of Operation: Various, generally afternoons to early evening

Parking: Approximately 100 shared parking spaces

Other amenities and services: Snack shack, bike racks, bleachers, picnic area with BBQ.

Website: http://www.folsom.ca.us/depts/parks_n_recreation/skate.asp

Elk Grove Bike Park

Location: Elk Grove Regional Park, Elk Grove, CA 95624

Operated by: Cosumnes Community Services District

Start Date: 2012

Size: 2.4 acres

Elements: Loop trail, flow track, 3 pump tracks, 3 jump lines, skills areas, freestyle area

Estimated Cost to Build: $460,000.

Source of Maintenance Funds: Volunteer work approved and coordinated via the "bike park crew." Cosumnes Community Services District pays for a part-time seasonal employee to work as a maintenance aid approximately 24 hours per week, 8 months per year. This person has high level riding and building skills.

Admission Fee: None

Hours of Operation: Daylight hours

Parking: Large parking lot that serves both the bike and dog park

Other amenities and services: Part of larger park with bathrooms, steel shipping container for quad and tool storage, drinking fountain, BBQ, benches, picnic tables, kiosk

Website: http://www.elkgrovebikepark.com

Pleasanton BMX Park

Location: 3320 Stanley Boulevard, Pleasanton, CA 94566

Operated by: City of Pleasanton

Start Date: 2005

Size: 2.65 acres

Elements: Beginners and young children tracks, a mountain bike area, and challenging jumps for more experienced riders; over 40 jumps and many banked turns.

Estimated Cost to Build: $171,885

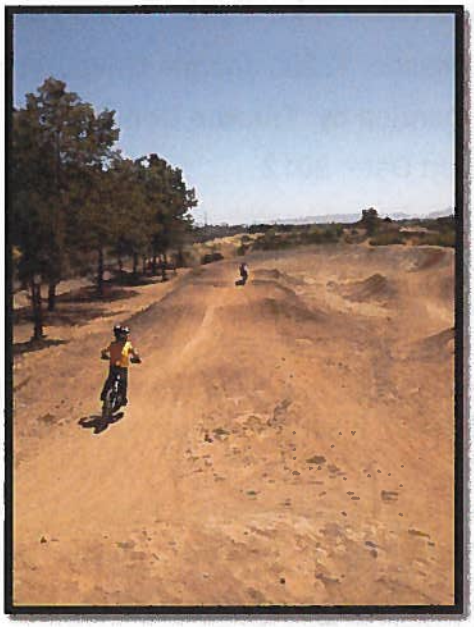
Source of Maintenance Funds: Pleasanton General Fund

Admission Fee: None

Hours of Operation: Daylight hours

Parking: 20 parking spaces

Other amenities and services: Water faucet, picnic tables, portable restrooms, remote control car area



Website: http://www.cityofpleasantonca.gov/services/recreation/bmx-park.html

Scotts Valley Pump Track

Location: 361 Kings Village Road, Scotts Valley, CA 95066

Operated by: City of Scotts Valley in conjunction with Mountain Bikers of Santa Cruz

Start Date: Oct. 2014

Size: 0.35 acres

Elements: Two pump track, beginners and advanced

Estimated Cost to Build: Approximately $18,000

Source of Maintenance Funds: On going maintenance of the pump track is coordinated by Scott Valley Cycle Sport, businesses have committed to ongoing financial support.

Admission Fee: None

Hours of Operation: Daylight hours.

Parking: shared parking with large recreation park

Other amenities and services: adjacent to the larger park area which has restrooms and drinking fountains

Website: http://www.mbosc.org/current-projects/scotts-valley-pump-track

Truckee Bike Park

Location: 12200 Joerger Drive, Truckee, California 96161

Operated by: Truckee Donner Recreation & Park District

Start Date: 2012

Size: approximately 6 acres

Elements: Pump track, Strider course, dual slalom, progressive jump lines, wall ride, skills section

Estimated Cost to Build: $190k on build out, 9,000 plus volunteer hours & 150K in donated services, excavation, consulting, etc.

Source of Maintenance Funds: Volunteers, fundraisers, grants, local business sponsorship

Admission Fee: None

Hours of Operation: Closed in winter

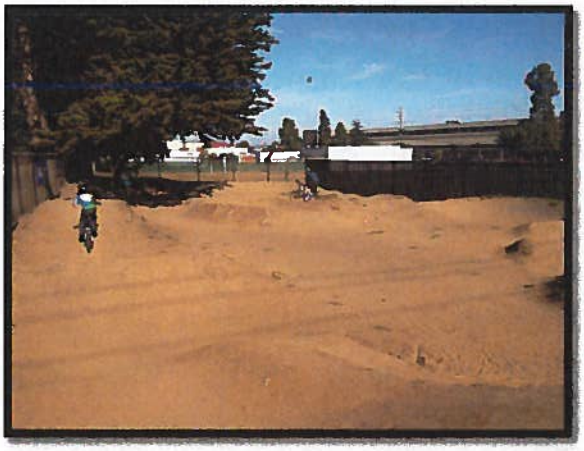
Parking: Shared with the rest of River View Sports Park

Other amenities and services: Restrooms, baseball field, non-traditional playground area, bocce ball courts, several picnic tables, and a covered picnic shelter

Website: http://www.facebook.com/truckeebikepark

West Side Pump Track

Location: 100 Western Drive, Santa Cruz, CA 95060



Operated by: City of Santa Cruz Parks and Recreation Department and a volunteer group headed by "Another Bike Shop"

Start Date: 2013

Size: 0.11 acres

Elements: Pump track, strider course

Estimated Cost to Build: $25,000 privately raised

Source of Maintenance Funds: volunteer group headed by "Another Bike Shop"

Admission Fee: None

Hours of Operation: Daylight hours

Parking: Street parking

Other amenities and services: Bleachers, portable bathroom, riding clinics held on-site

Website: https://www.facebook.com/santacruzpumptrack

Woodward Bike Park

Location: 7775 Friant Road Fresno, California 93720

Operated by: Fresno City Parks Department

Start Date: 2008

Size: 10 acres

Elements: BMX track, dirt jumps, pump track, trials and skills area

Estimated Cost to Build: $1.5 Million

Source of Maintenance Funds: Fresno City Parks Department

Admission Fee: None

Hours of Operation: Daylight hours

Parking: $5/car with 200 plus spaces for bike complex, additional 600 spaces for regional park.

Other amenities and services: Part of large Woodward Regional Park with trails, lakes, dog park, restrooms, etc.

Website: http://www.woodwardmtbpark.com, http://www.fresno.gov/actionsports

Appendix 5. Upcoming Bike Parks

The growth of bike parks is accelerating. A few exciting new regional projects are listed below.

Auburn Bike Park

Location: Auburn, CA

Tentative Opening Date: Still in planning phase

Website: http://www.auburnbikepark.com

Capitola Pump Track

Location: McGregor Drive, Capitola CA

Estimated Cost to Build: $15,000.

Elements: Pump track

Operated by: City of Capitola

Other amenities and services: Dog park and skate park

Website: http://www.cityofcapitola.org/cityadministration/page/capitola-mcgregor-park-donation-and-sponsorship-program

Mclaren Park

Location: San Francisco, CA

Elements: Pump track

Operated by: SF Urban Riders

Website: http://www.mclarenbikepark.com/

Stafford Lake

Location: Novato, CA

Tentative Opening Date: Spring, 2014 for Phase 1.

Size: 17 total acres with a large parcel designated for bicycle trails and use

Elements: Kids skill zone, dual slalom course, multiple jump lines, pump track, single-track trails, "North Shore" style trails

Operated by: Marin County Parks and Open Space District

Website: http://staffordlakebikepark.com/wp/

Sweeney Park

Location: Alameda, CA

Size: 22 total acres, with a small portion designated for bicycle use.

Elements: Children's skill zone

Operated by: Alameda Recreation and Park Department

Website: https://www.facebook.com/pages/Jean-Sweeney-Open-Space-Park-Alameda-CA/431927470201135

Livermore Bike Park supporters give you an enthusiastic thumbs-up for considering our proposal.

ATTACHMENT 4

STAFF REPORT

DATE: June 16, 2010

TO: Board of Directors

FROM: Bob Roessler, Administrator
Parks and Recreation Department

BY: Paul Mewton, Chief of Planning
Fred Bremerman, Management Analyst

SUBJECT: **BMX BIKE PARK MASTER PLAN APPROVAL**

RECOMMENDATION

The Board of Directors:

1) Approves the BMX Bike Park Master Plan for Elk Grove Regional Park;
2) Authorizes the use of Quimby fees for the design and construction of the bike park and softball diamond relocation; and
3) Authorizes the General Manager to enter into a professional services agreement with Hilride Progression Development Group in an amount not to exceed $40,000 to develop construction documents and to perform other associated elements of the BMX Bike Park project.

BACKGROUND

The BMX Bike Park began in May 2009 when the Cosumnes Community Services District Board of Directors (Board) directed staff to identify options for a dirt bike park in Elk Grove to serve cyclists of various ages and abilities. Staff contracted with Hilride Progression Development Group (Hilride) and created a Bike Park Feasibility Study. In August 2009, the Board authorized staff to proceed with development of a BMX Bike Park Master Plan, verify rider support, and conduct community outreach to identify an appropriate facility location.

In September 2009, 105 cyclists participated in a rider support meeting, confirming the desire for a bike park in Elk Grove is significant. In October 2009, two community outreach meetings were held in East Elk Grove to consider power line corridor sites as potential locations for a bike park. Residents near the sites felt the bike park was not an appropriate amenity in this space. The Board decided in November 2009 to re-evaluate locations and have staff identify new bike park site alternatives.

In January 2010, the Board considered and approved placement of the BMX Bike Park at the Green Diamond in Elk Grove Regional Park in conjunction with a replacement diamond overlay on the soccer field (Attachment A) in the park. Youth sports representatives participated in this discussion and are supportive of the field relocation plan. In February 2010, another BMX Bike Park community outreach meeting was conducted. In February and March 2010, the bike park plan was presented to, and approved by, the County of Sacramento, which owns Elk Grove Regional Park. Environmental clearance for this project was secured through a Notice of Exemption.

In April and May 2010, two design meetings were conducted, where 60 participants helped create the BMX Bike Park Master Plan being presented tonight.

ANALYSIS

The proposed BMX Bike Park is a 2.4-acre facility located in Elk Grove Regional Park, adjacent to East Stockton Boulevard. The BMX Bike Park will replace the Green Diamond softball field, which is being relocated as an overlay field on the soccer field to the west of the existing softball field.

Design Process

On April 6, 2010 and May 20, 2010, staff and Hilride conducted two community outreach meetings. Thirty people attended each of the two meetings.

At the April meeting, participants were asked to provide their input in the design of the park. Hilride began the meeting with a presentation on the basics of a bike park. Participants formed six groups and developed conceptual park plans using cut outs, base plans and colored markers. At the end of the meeting, each group presented their conceptual plan to the rest of the participants for discussion.

Hilride developed a BMX Bike Park Master Plan (Attachment B) based on the schematic drawings prepared by the six groups at the April meeting and presented the plan at the second community meeting in May 2010. The BMX Bike Park Master Plan is the riding community's consensus plan and was strongly endorsed by all participants.

The Bike Park Master Plan shows a facility consisting of nearly all dirt, with mounds formed into various riding shapes. A few low-maintenance wood and rock elements are included, along with limited landscaping outside the facility. The Bike Park Master Plan elements include:

a) Entrance Areas – The primary entrance is on the north side of the bike park. A decomposed granite path leads from the parking lot to the bike park. Benches and tables allow parents and siblings to view bike park activities from shaded areas. A bike rack provides a secure location for locking bikes when not in use. A secondary entrance on south side of the park provides maintenance and emergency vehicle access from the parking lot along East Stockton Boulevard.

b) Loop Trail – The loop trail extends around the entire park providing an entry level trail experience, an overview of the park and access to the different riding areas. The loop trail also provides access for maintenance and emergency response vehicles.

c) Pump Tracks –There are three pump tracks in different areas for beginner, intermediate, and advanced level riders. Each pump track includes roller pump berm turns and table top jumps providing riders various challenges and a great work out while developing new riding skills. By varying the type of feature, size, spacing and configuration, each pump track is designed to encourage and reward riders of different skill levels.

d) Skills Area – This area provides riding features for improving slow speed bike handling skills, including balancing, pedaling, turning, braking, and accelerating. A few large landscape rocks are incorporated as rideable features.

e) Flow Track – This amenity provides riders with the opportunity to develop basic jumping, turning and pumping skills. A beginner and intermediate track provides riders with an extended trail experience, including flowing dirt jumps and larger diameter berm turns.

f) Jump Trails –The jump trails provide extended riding opportunities for riders of different skill levels to practice progressively larger jumps. The more linear jump trails begin at a start hill and provide a succession of small, medium, and large jumps.

g) Freestyle Area – This area allows riders to create their own riding experience, choosing easy through advanced berms, rollers, and jumps to improve their riding skills.

h) Fencing and landscaping – A four-foot high black vinyl coated chain link fence is set around the facility to ensure appropriate access through designated entrances with appropriate signage. Landscaping is provided on the north and east sides of the bike park to create a visual edge between the bike park users and other park users.

Cost Estimates

The 2010/11Capital Improvement Plan (CIP) presented in May 2010 included a preliminary bike park cost estimate of $300,000. This estimate was based on preliminary information and did not include a concept plan. The completion of the conceptual master plan allowed Hilride and staff to make a more accurate estimate of project costs, totaling $460,000, or $160,000 more than originally planned. Quimby Fees of $300,000 are identified in the 2010/11 CIP to fund the project.

The bike park project costs include:

Infrastructure and equipment - Irrigation modifications, fencing, mow strip, benches, landscaping, decomposed granite path	$150,000
Dirt – Approximately 7,000 cubic yards	$160,000
Softball diamond relocation - Backstop, bleacher, concrete, irrigation modifications, dirt infield	$70,000
Design, construction management, associated soft costs - Hilride and CSD staff costs	$80,000
Total	$460,000

Of the project costs identified above, dirt represents a significant portion of the budget. It may be possible to reduce this cost through finding a motivated seller, or obtaining a partial or full donation of dirt. Staff has evaluated other options for lowering project costs, including phasing, value engineering, and the solicitation of grants and donations.

Cost Reduction Options

Phasing – Project phasing is one option when insufficient funds exist to complete a project in its entirety. Reducing the size of the BMX Bike Park would produce adequate savings only if the park was downsized from 2.4 acres to approximately 1 acre. This size reduction would remove many of the park features resulting in a small, limited-use facility. The riding community has previously expressed concern about a small facility becoming overcrowded and dysfunctional. Alternatively, if the BMX Bike Park remained at 2.4 acres, but with fewer amenities, limited savings would be achieved. This would leave a large undeveloped area requiring maintenance until sufficient funds were received and the next phase of the project could begin.

Value Engineering – Staff considered elements which could be removed or modified, or value engineered, to reduce the project cost. For example, post and cable fence could replace the chain link fence. However, this would only save a small amount of money while removing an important barrier preventing baseballs, dogs, and people from entering the BMX Bike Park from undesignated entrances. Excluding dirt, there are few amenities to value engineer. No amount of value engineering on this project would produce savings equal to $160,000 while maintaining a useful bike park.

Grants and Donations – The use of Quimby funds can be offset with grants and donations. Currently, Hilride is working with the CSD on grants from Specialized Bicycles, a bike manufacturer, valued at $10,000, and Bikes Belong Foundation, valued at $10,000. Staff is also researching an infrastructure grant from the Stewardship Council with a value up to $200,000. The best opportunity appears to be a dirt donation obtained through efforts of the bike park volunteers.

In summary, phasing is not appealing because the resulting facility would be very small with high potential for overuse. Value engineering cannot produce savings equal to $160,000 without severely impacting the usability of the park. Grants and donations appear feasible and staff will continue to aggressively pursue these, but recommends against phasing or further value engineering.

Construction Documents and Associated Work

Hilride is prepared to oversee development of construction documents, a risk management plan, participate in construction inspection, conduct staff/volunteer builder trainings, develop an integrated sign plan, and ensure a successful grand opening. Hilride's expertise in these areas is a key factor in the success of the bike park project. The Hilride proposal (Attachment C) details the proposed scope of work. Staff requests the General Manager be authorized to enter into an agreement with Hilride for these services.

Staff time is necessary to create construction documents and oversee contract administration relating to the bike park support amenities and landscape and irrigation modifications. Staff will also prepare construction documents and manage construction of the new softball field overlay.

NEXT STEPS

With Board approval, construction documents will begin immediately. Bidding is anticipated in fall 2010; construction in spring 2011; and depending on weather conditions, facility opening in summer 2011.

IMPACT ON MAINTENANCE RESOURCES

The bike park project includes removal of 2.4 acres of turf and the elimination of the associated maintenance costs for mowing, fertilizing, watering, and upkeep of this acreage. The proposed landscaping outside the fence will be low-maintenance shrubs. Inside the BMX Bike Park, dirt requires limited maintenance. Based on successful maintenance models from other bike parks, a part time maintenance worker is proposed for 10 to 20 hours per week. Volunteers are expected to participate in regular "maintenance days" to keep the facility in good shape. The goal is to achieve a net maintenance cost of zero.

IMPACT ON DISTRICT RESOURCES

No general fund money is budgeted for this project. The 2010-2011 CIP identifies $300,000 of Quimby Fee usage from throughout the District for construction of the bike park. Due to a higher budget of $460,000, staff revisited available Quimby Fee balances and determined additional Eastern Elk Grove Quimby Fees are available to fund the BMX Bike Park.

The available balance in the Eastern Elk Grove Quimby Fee reserve is $2,615,000. By using $160,000 of this balance to fund the additional costs of the BMX Bike Park, the remaining balance of the Eastern Elk Grove Quimby Fee reserve would be $2,455,000.

Currently, the Eastern Elk Grove Quimby Fee reserve balance is identified for future park development east of Highway 99. All park commitments being funded by this reserve fund identified in the 2010-2015 CIP have been put on hold until sufficient maintenance funding exists.

Staff believes that applying $160,000 of additional Quimby Fees to the BMX Bike Park is a prudent use of the available funds. If the Board concurs, the CIP and appropriate budgets would be adjusted to reflect the use of the additional Quimby funding. If any further budget adjustments are required, staff will come back to the Board for further direction.
It is possible that grants and/or donations will reduce or eliminate the need to use the Quimby Fees identified, but this cannot be determined until later in the project. Staff recommends moving forward with the project while work continues with volunteers to solicit grant funds or project donations.

Should you have any questions, please contact me prior to the Board meeting.

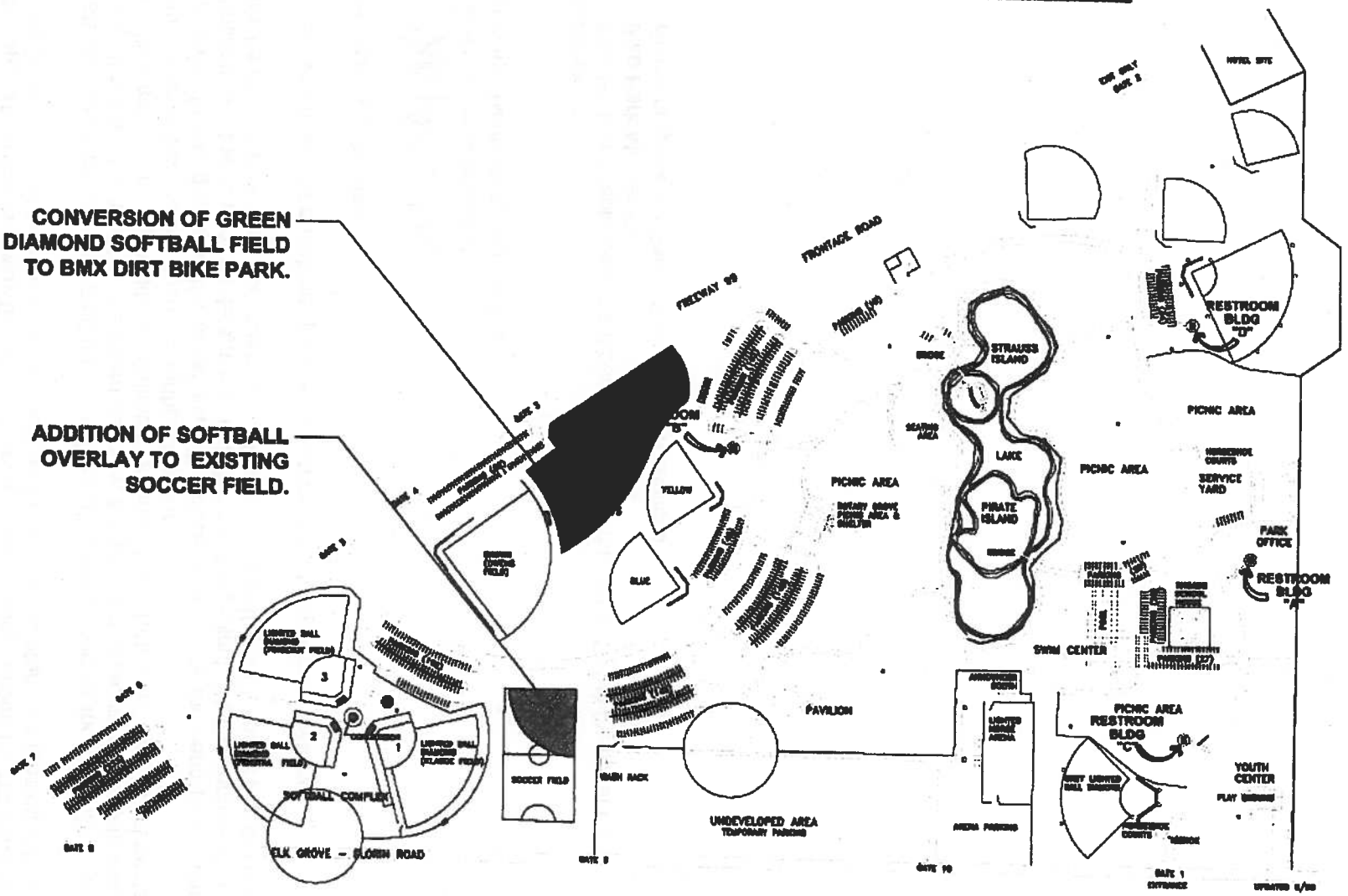
Respectfully submitted,

Bob Roessler

Bob Roessler, Administrator
Parks and Recreation Department

Attachments:
A – Bike Park and replacement softball diamond overlay in Elk Grove Regional Park
B – Bike Park Master Plan
C – Hilride proposal for Phase 2 construction services

Attachment A



ELK GROVE REGIONAL PARK - PROPOSED BMX BIKE PARK

0 150 300

SCALE: 1"=150'-0"

Attachment B

HILRIDE
Map produced by Hilride.
All Rights Reserved © 2010.
Designer: Nat Lopes
Hilride Progression Development Group
1632 Ocean View Avenue
Kensington, CA 94707

Elk Grove Bike Park Master Plan

Difficulty Rating System
Beginner Intermediate Advanced Expert

elk grove BIKE PARK

SILVER ANNIVERSARY

ELK GROVE PARK GREEN DIAMOND

0 50 100 200

Attachment B

Attachment C

HILRIDE Progression Development Group

May 21, 2010

Fred Bremerman
Management Analyst
Cosumnes Community Services District
8820 Elk Grove Blvd
Elk Grove, CA

RE: Bike Park Phase 2 Services Proposal

Dear Fred,

We are excited to see this project moving forward, and it has been a pleasure working with you on the process. We are pleased to provide you with the enclosed cost proposal for the next steps of design, planning and construction oversight.

If you have any questions please feel free to contact us at (510) 789-3124 or via email at Rachael@hilride.com. We look forward to hearing from you.

Sincerely,

Rachael Lopes
Managing Partner, Hilride Progression Development Group, LLC

www.hilride.com
1632 Ocean View Ave, Kensington, CA 94707
info@hilride.com // (510) 789-3124

HILRIDE Progression Development Group

Contents

www.hilride.com
1632 Ocean View Ave, Kensington, CA 94707
info@hilride.com // (510) 789-3124

1.0 Scope of Work
Hilride Progression Development Group, LLC (Hilride) has prepared this scope of work to aid in the clarification of project responsibilities. Accordingly, Hilride will function as professional consultants to the Cosumnes Community Services District (CCSD) to provide the following services for completion of Bike Park construction documents, risk management and signage plans, construction oversight and grand opening event planning.

1.1 Construction Documents (50% and 100% Submittals)
Upon final approval of the master plan design, Hilride will prepare construction drawings submitted at 50%* completion for CCSD review followed by a 100% submittal. The 100% construction documents will be a continuation of the 50% construction documents with required revisions and providing any information omitted for the 50% submittal.
Hilride will provide direction as to the materials selection and location, and assist in the estimate of probable construction costs.

The construction drawings package typically includes the following sheets. Reproducible scans of construction drawings will be submitted electronically in PDF and CAD format. Written specifications will be submitted electronically in PDF format.

- Cover Sheet: General project information and notes.
- Site Plan: An overall plan showing the proposed master plan improvements plus any existing features requiring additional consideration.
- Surface Grading & Drainage Plan: Includes all necessary spot elevations, flow arrows, drain locations and swales needed to convey finish elevations and direction of flow within the Bike Park. Additionally finish grade contours will be shown around the Bike Park depicting proposed grading needed to tie the intended park into the existing grade.
- Horizontal Control Plan: Reference points for all park features in standard Point/Northing/Easting format plus layout information for all plan view line-work.
- Cross Sections: Multiple dimensioned vertical sections cutting through terrain elements within the park.
- Details: Standard and custom construction detailing for all master plan improvements.
- Specifications: Written specifications will use the standard CSI (Construction Specifications Institute) format and be submitted in PDF format.

*Hilride will submit 50% construction documents for review by CCSD. It shall be the responsibility of the CCSD to review all materials submitted by Hilride and provide a written response with any questions or comments. Upon CCSD approval, Hilride will finalize the construction documents in technical detail and submit 100% construction document package for bidding purposes.

Hilride contracts the qualified, certified and experienced services of Landscape Architect Brad Siedlecki of Pillar Designs Studios, L.L.C (Pillar) to prepare construction drawings. *Pillar is a niche firm based in Tempe, AZ. that specializes in Recreational Planning, Action Sports Facility Design, Landscape Architecture, and Construction Services.*

1.2 Risk Management Plan

The risk management plan is developed specifically for the Elk Grove Bike Park facility and will include an outline of best practices for reducing risk and liability in the ongoing operations and management of the bike park. The plan includes an integrated volunteer builder waiver with specific language for the construction and maintenance of the riding elements in the park. The waiver may be an adaptation of existing CCSD volunteer waivers and will include project specific language. The risk management plan also includes a volunteer builder manual, which outlines best practices and protocols for conducting construction/maintenance sessions and ongoing volunteer program management. Hilride will be available to coordinate with CCSD's risk managers and/or legal department to ensure all legal requirements are met and that current best practices are adopted.

1.3 Construction Progress / Inspections

In order to ensure that all work is proceeding in accordance with the construction document package, Hilride conduct up to six on-site visits and will be available via phone and email to assist with the oversight of building efforts to complete the construction process. Hilride will also assist in the oversight of proper installation and implementation of signage, features and facilities proposed in the design plans. Hilride will make recommendations to CCSD to reject work that does not conform to the construction documents or specifications; it shall be CCSD's responsibility to make the final decision regarding all recommendations.

It shall be the contractors/CCSD's responsibility to provide Hilride with periodic email updates and photos at key phases of site construction in order for Hilride to provide ongoing construction oversight remotely.

1.4 Staff/Volunteer Builder Trainings

Hilride will lead three, one-day on-site builder trainings for CCSD staff and volunteers. These trainings will engage the volunteer community in order to establish strong, positive working relationships. These trainings ensure that all parties have a clear understanding of the project goals, building and maintenance protocols, site safety standards, and construction and maintenance oversight structure. The trainings also help to identify key volunteer leaders whom Hilride will maintain close communication with throughout the volunteer construction phase. Typically, builder trainings take place on weekends with two weeks between each of the trainings. In between these on-site trainings Hilride will be in communication with volunteer leaders and CCSD staff to keep track of construction status, answer questions, offer direction, etc.

1.5 Integrated Signage Plan

Hilride will design the following signage submitted electronically in PDF format. Hilride will coordinate with CCSD to ensure that any CCSD specific risk management guidelines are addressed in the signage plan.

- Site Under Construction Risk Management Sign
- Park Map Kiosk Sign
- Risk Management Kiosk Sign
- Interpretive Skill Development Signage

- Feature Based Difficulty Rating Signage

1.6 Grand Opening Event Planning

Hilride will work in coordination with the CCSD special events department to assist in the planning of a grand opening event. Hilride will provide the following services:

- Event Agenda Coordination
- Bike Industry Sponsorship Coordination
- Marketing Media Coordination – event flier design
- Professional Athlete Liason and Coordination
- Media Liason and Coordination
- Photo Documentation at Event
- Video Documentation at Event

2.0 Draft Timeline

Task No.	Task Description	Draft Due Date	Responsible Party
1	**Construction Documents**		
	CCSD Board Approves Bike Park Master Plan	6/16/10	CCSD
	50% Construction Documents	7/28/10	Hilride
	CCSD Reviews 50% Construction Documents	8/13/10	CCSD
	100% Construction Documents	9/10/10	Hilride
2	**Risk Management Plan**		
	Draft 1 for CCSD review	7/28/10	Hilride
	CCSD Review	8/13/10	CCSD
	Final Plan	9/10/10	Hilride
3	**Construction**		
	Contractor Bidding / Selection	10/15/10	CCSD
	Contractor Construction Begins (No Work Jan/Feb)	11/1/10	TBD
	Volunteer Construction Begins	4/2/11	CCSD/Volunteers
4	**Construction – Staff/Volunteer Builder Trainings**		
	Builder Training #1	4/2/11	Hilride
	Builder Training #2	4/16/11	Hilride
	Builder Training #3	4/30/11	Hilride
	Finish Construction	5/15/11	CCSD/Volunteers /Hilride
5	**Integrated Signage Plan**		
	Draft Signage Designs	4/15/11	Hilride
	CCSD Review	5/1/11	CCSD
	Final Signage Designs	5/15/11	Hilride
	Signage Installation	6/1/11	CCSD/Hilride
6	**Grand Opening Event**		
	Initiate Planning	4/1/11	CCSD / Hilride
	Marketing / PR	5/1/11	CCSD / Hilride
	Final Planning	6/1/11	CCSD / Hilride
	Grand Opening Event (Day after school gets out)	6/11/11	CCSD / Hilride

3.0 Deliverables

- 50% and 100% construction drawings in electronic (PDF and CAD) format.
- Risk Management Plan
- Integrated Signage Plan
- Construction Oversight
- Three Staff/Volunteer Builder Trainings
- Grand Opening Event Planning (to assist CCSD)

4.0 Project Fees: $39,535.50 (work-hour estimate in Attachment 1)

5.0 Assumptions

This proposal is based on the following assumptions and qualifications.

- Project site selected is no more than 2.5-acres
- CCSD will provide Hilride with topographic survey prior to commencing design of the construction documents.
- Design plans do not include parking facilities within the project area.
- Grading and drainage plan does not include any structural elements (i.e. retaining walls) requiring structural designs.
- All CAD files will be generated using AutoCAD 2007.
- No geo-technical survey is required at this time. Hilride has not retained a Geo-technical Engineer, or Structural Engineer for this project. If it is determined a geo-technical survey, soil testing or structural engineer services are required, Hilride is available to obtain those services at an additional fee.
- Hilride's scope of work does not include parking/paving and/or ADA improvements, fencing, vegetation planting or irrigation plans.
- Changes to plans and/or design made by CCSD and/or reviewing agencies, which could not reasonably be anticipated by Hilride, will be completed upon CCSD approval on a time and materials basis.
- Reimbursable expenses will be billed to CCSD on the basis of cost plus a markup of 10% for overhead and handling.
- Subconsultant fees will be billed to CCSD on the basis of cost plus a markup of 15% for overhead and handling.
- Scope of work does not include printing fees construction documents.
- Additional requests (beyond the scope of this agreement) to update or add content to the website will be subject to additional fees.
- This proposal does not include any application fees, design review fees, permitting fees, utility expansion fees or any other development fees necessary to the development of the proposed site.
- Any construction opinion of probable costs provided by Hilride will be on the basis of experience and judgment, but since it has no control over market conditions or bidding procedures, Hilride cannot warrant that ultimate construction costs will not vary from these cost estimates.

- Hilride will not be responsible for the acts or omissions of the contractor, sub-contractors agents or employees, volunteers or any other persons performing any of the project construction or future maintenance.
- Services identified outside of the services listed above will be considered additional services and will be performed and billed on a time and material basis upon CCSD approval.
- Should the project be published in a book, magazine, newspaper, or publication for public circulation, or if a job sign is erected, Hilride should be listed as the Bike Park Designer. In addition, this contract represents non-exclusive approval by CCSD for publication of the project by Hilride.

6.0 Insurance Coverage

Hilride carries the following comprehensive insurance package:

- Professional Errors & Omissions Insurance – Landmark American Insurance Co.
  Per Claim: $1,000,000
  Aggregate: $1,000,000

- Architects & Engineers Professional Insurance – Lloyds of London
  Per Claim: $1,000,000
  Aggregate: $1,000,000

- General Liability Insurance – Golden Eagle Insurance Company
  Per Occurrence: $1,000,000
  Aggregate: $2,000,000

- Business Automobile Insurance – Progressive Express Insurance Company
  Per Occurrence: $1,000,000

7.0 Indemnification

To the extent authorized by law, the Cosumnes Community Services District and it's subcontractors shall indemnify, save, and hold harmless Hilride Progression Development Group, LLC against any and all claims, damages, liability and court awards including costs, expenses, and attorney fees incurred as a result of any due to injuries, losses or damages arising out of any act or omission by the Cosumnes Community Services District, or its employees, agents, volunteers subcontractors, or assignees pursuant to the terms of this work agreement.

8.0 Terms

Hilride requires a non-refundable 20% ($7,907.10) deposit to schedule and initiate project planning. Remaining payments are due within 30 days of receipt of invoices and project completion. Hilride requires a work agreement to be signed by both parties prior to commencement of work.

Attachment 1: Work Hour Estimate

SCOPE OF WORK AND WORK-HOUR ESTIMATE

Construction Documents and Construction Oversight Services for
Consumnes CSD, Elk Grove Bike Park

Work-Hour Estimate	Hilride Principal Designer	Hilride Designer / Project Manager	Pillar Designer/ Project Manager	Pillar Production	TOTAL HOURS	TOTAL $	
Hourly Rate	$ 75	$ 75	$ 135	$ 90			
Scope: Whole Site							
Task 1. Construciton Documents							
1. Prepare 50% Plans	25	2	48	4	79	$ 8,865.00	
2. Prepare 100% Plans	25	2	48	5	80	$ 8,955.00	
3. Coordination with CCSD	6	2			8	$ 600.00	$ 18,420.00
Task 2. Risk Management Plan							
1. Draft 1 Submittal	12	6			18	$ 1,350.00	
2. Coordination with CCSD	2	2			4	$ 300.00	
3. Final Risk Management Plan	2	2			4	$ 300.00	$ 1,950.00
Task 3. Construction Progress / Inspections							
1. Site Visits	48				48	$ 3,600.00	
14. Remote Oversight	10				10	$ 750.00	$ 4,350.00
Task 4. Staff/Volutneer Builder Trainings							
1. Builder Training 1	12	12			24	$ 1,800.00	
2. Builder Training 2	12	12			24	$ 1,800.00	
3. Builder Training 3	12	12			24	$ 1,800.00	$ 5,400.00
Task 5. Integrated Signage Plan							
1. Draft 1 Submittal	20	2			22	$ 1,650.00	
2. Coordination with CCSD	2				2	$ 150.00	
3. Final Signage Plan	4				4	$ 300.00	$ 2,100.00
Task 6. Grand Opening Event							
1. Planning / Marketing / Documentation	8	10			18	$ 1,350.00	$ 1,350.00
Reimbursable Expenses (mileage)	$ 900.00					$ 900.00	
Sealing / Stamping of Drawings			$ 3,000.00			$ 3,000.00	
Subconsultant 15% Markup			$ 1,944.00	$ 121.50		$ 2,065.50	
							$ 39,535.50

Cosumnes Community Services District
Parks and Recreation Department

JOB ANNOUNCEMENT

Maintenance Aide
Elk Grove Bike Park
(Seasonal, Part-time)

One (1) part-time, seasonal position is open. The position requires the candidate be available to work 20-30 hours per week **including afternoons, nights and weekends** between April 1 and September 30. No work hours in the off – season, October through March. Actual hours may vary.

Salary — **$12.06/hr - $ 15.40/hr** This is a six step salary range with the typical pay starting at step one.

Final Filing Date — **Friday, August 5, 2011 by 4:30 p.m.** *The District reserves the right to change the date of the deadline or re-open the application period, without notice to the applicants.*

THE POSITION

This position will perform maintenance on BMX dirt bike park features (such as jumps, pump tracks, flow tracks, and elevated structures) at the Elk Grove Bike Park in Elk Grove Regional Park. Hiring preference will be given to candidates with demonstrated experience and knowledge in maintaining dirt bike park features using hand tools and power equipment. Candidates must have previous riding experience. Experience must be described on the supplemental questionnaire.

ESSENTIAL DUTIES AND RESPONSIBILITIES

Note: The following duties are intended only as illustrations of the various types of work that may be performed. The omission of a specific statement on duties does not exclude them from the position if the work is similar, related or a logical assignment to the position. Each individual in the classification does not necessarily perform all the duties listed. Employees may perform other related duties at an equivalent level as required.

- Performs general and routine cleaning of district facilities including but not limited to walkways, parking lots and other adjacent areas; disposes of trash;
- Assists with maintaining and repairing drinking fountains and irrigation systems;
- Operates and maintains equipment such as lawn mower, hedge trimmer, pressure washer, trailers, vehicles, hand and power tools;
- Provides courteous and professional service to all facility users, CSD personnel and the public;
- Conducts work tasks safely and in compliance with Department safety standards and the District Injury and Illness Prevention Program;
- Reports all broken, damaged or unsafe conditions to lead worker on duty;
- Implements guidelines from District and Department policies and procedures manuals;
- Arrives on time and in proper attire/appearance as required by CSD guidelines;
- Assists with events and rentals including set-up, clean-up, and monitoring of event/rental;
- Keeps records and makes reports; uses a computer to enter and retrieve data and communicate electronically;
- Attends and participates at staff meetings and trainings;
- Provides assistance to supervisors and lead staff as required;

COSUMNES CSD: MAINTENANCE AIDE

- Assists in the inspection of CSD maintained properties for vandalism and maintenance standards;
- Required to work shifts, weekends, and holidays;
- May inventory, requisition, and maintain custodial and cleaning supplies.

MINIMUM QUALIFICATIONS

Any equivalent combination of training and experience which provides the required skills, knowledge, and abilities may be considered qualifying at the sole discretion of the District. A typical way to obtain the knowledge and skills would be:

Education and Training:

- High school diploma or equivalent.

Experience:

- None required; however, preference will be given to applicants possessing the following:
    - ❖ Demonstrated experience and knowledge in maintaining dirt bike park features using hand tools and power equipment.

Special Requirements:

- Possession of, or the ability to obtain, First Aid and CPR/AED certification within the first thirty (30) days of employment; certification must be maintained through employment;
- Must possess, and maintain throughout employment a valid California Class "C" driver's license, with a clean driving record;
- Must be 18 years of age or older.

Knowledge of:

- Current methods, techniques, and procedures in cleaning, maintaining and making minor repairs of indoor and outdoor facilities including grounds and landscaping;
- Basic principles of customer service;
- Basic operation of equipment used in cleaning, maintenance and minor repairs such as, but not limited to, lawn mower, hedge trimmer, pressure washer, hand and power tools;
- Safe work practices;
- Basic arithmetic including addition, subtraction, multiplication, division and calculate percentages and decimals.

Ability to:

- Operate light machinery and a variety of hand and power tools;
- Perform highly repetitive tasks such as manual labor;
- Understand plumbing and irrigation maintenance at a level sufficient to clear plugged drains and change commercial irrigation sprinklers;
- Effectively and tactfully communicate both orally and in writing with program participants, user groups, EGUSD personnel, CSD personnel and the public;
- Comprehend and prepare reports and forms such as accident reports, incident reports, and inventory lists; reservation agreements, room and set up charts/schematics, and calendars using a prescribed format and conforming to all rules of punctuation, grammar, diction and style;

- Comprehend and correctly use a variety of informational documents such as, but not limited to, time sheets, blueprints, Material Safety Data Sheets, and Safety Manuals, policy manuals, and instruction manuals.

Physical Requirements:

- Mobility: frequent walking, standing, bending, stooping, squatting, kneeling, crawling and twisting, while performing field work; frequent pushing, pulling or lifting objects up to fifty (50) pounds while performing maintenance and repairs, and setting up programs or special events; frequent use of keyboard;
- Vision: constant use of overall vision; frequent computer use; occasional color and depth vision;
- Dexterity: frequent repetitive motion; frequent writing and typing; frequent grasping, holding and reaching; frequent operation of equipment such as, but not limited to, mop, vacuum, floor buffer, lawn mower, hedge trimmer, pressure washer, trailers, vehicles, hand and power tools;
- Hearing/Talking: frequent hearing and talking in person and on the phone;
- Emotional/Psychological: frequent decision making and concentration, frequent public and/or coworker contact; occasionally works alone;
- Driving: ability to use fine and gross motor coordination for driving.

HOW TO APPLY

The application and supplemental questionnaire may be downloaded from the Community Services District web site at www.yourcsd.com/jobs. Applications and supplemental questionnaires may also be obtained from Human Resources between the hours of **8:00 a.m. and 5:00 p.m.**

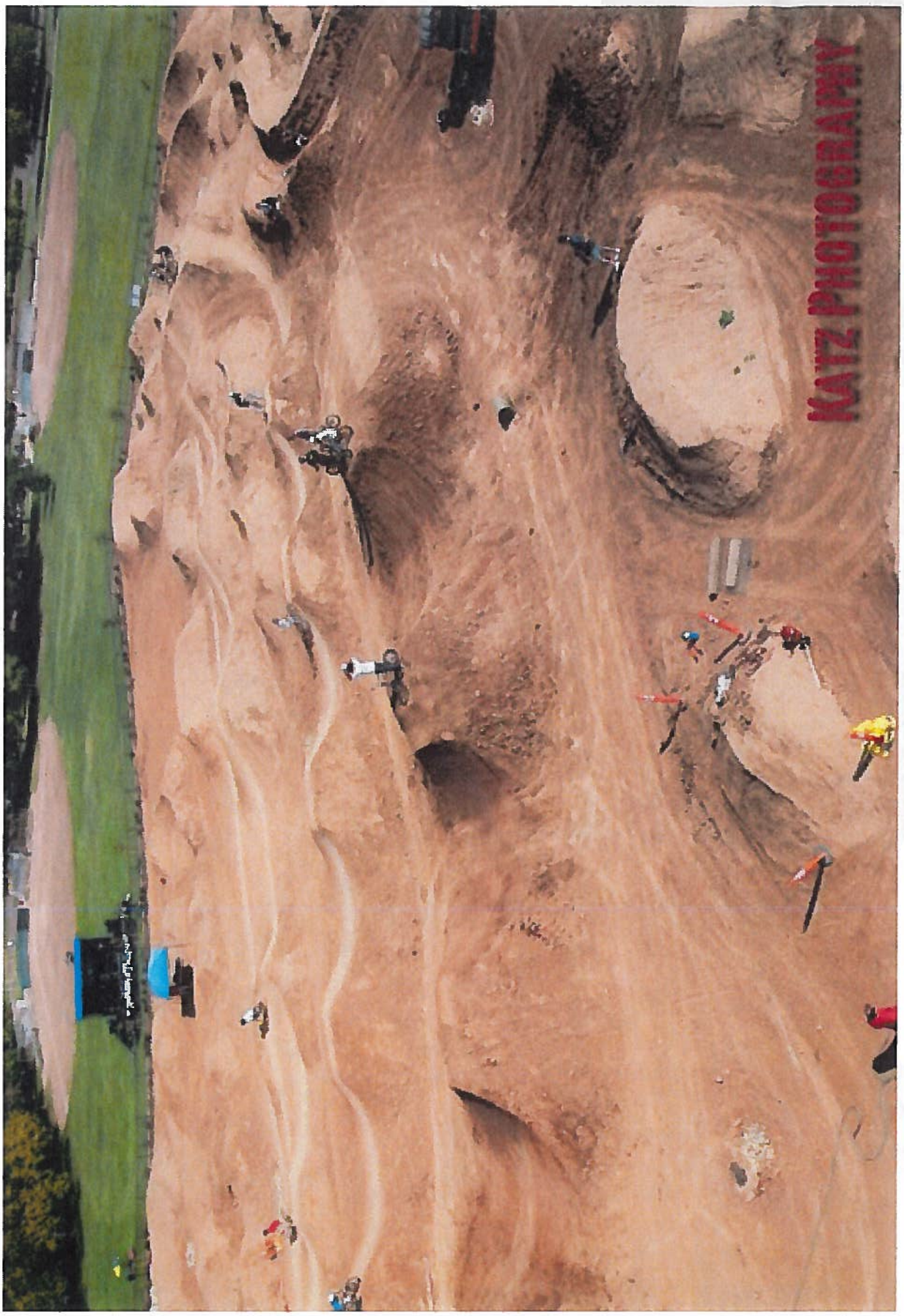
Applications and supplemental questionnaires must be received at the following address no later than 4:30 p.m. on the final filing date. **No postmarks, faxes, or e-mails accepted.**

Cosumnes CSD Human Resources
8820 Elk Grove Boulevard
Elk Grove, CA 95624
Tel: (916) 405-7190

COMPLETING THE APPLICATION and SUPPLEMENTAL QUESTIONNAIRE

Use only an official Cosumnes Community Services District application form and the supplemental questionnaire provided. Both the applications and supplemental questionnaire must be completed fully. Incomplete applications will be grounds for rejection and cannot be revised after submission. Resumes may be attached. Do not put "*see resume*" on application. **All statements made on the application or supplemental questionnaire are subject to investigation and verification. False statements will be cause for disqualification, or discharge from employment.**

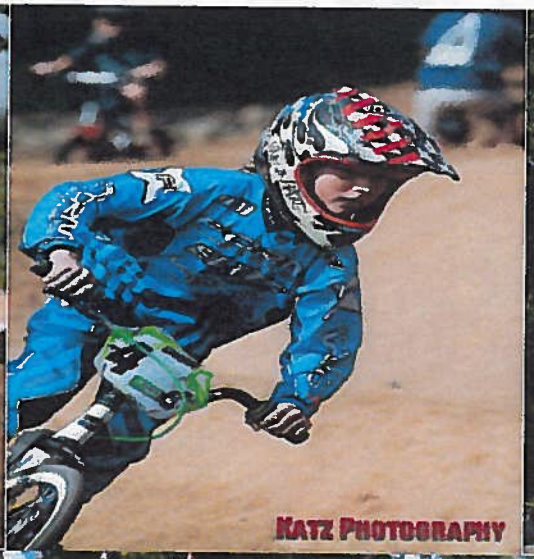
ATTACHMENT 6

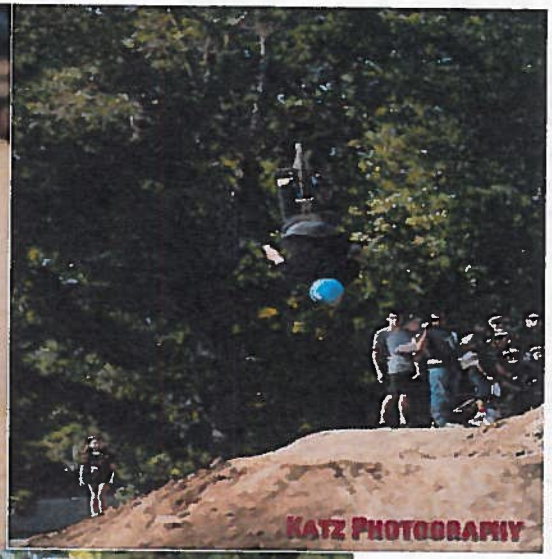



KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY


KATZ PHOTOGRAPHY