Community Bike Park Guidebook

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Table of Contents

Background ............................................................................................................................... 3
Introduction .............................................................................................................................. 4
Terminology .......................................................................................................................... 5
Morro Bay Bike Park ........................................................................................................... 6
Sapwi Bike Park ................................................................................................................... 10
River Bend Bike Park .......................................................................................................... 14
Santa Cruz Bike Park ........................................................................................................... 18
Trek Bike Park of Santa Clarita .......................................................................................... 22
Fillmore Bike Park ............................................................................................................. 26
Sources ................................................................................................................................. 30
Background

The advantages of having bike parks—places where people of all ages and abilities can mountain bike—are becoming better known in cities across California. Not only do communities have a chance to create a safe space for families to gather and teach their kids about cycling, but if done right these spaces can even become a tourist attraction (Why Should Your Town Build a Bike Park?, 2018). With just a small amount of land and small initial investment from local governments, cities can have a high-quality bike park.

In these case studies, we aim to provided cities interested in building a bike park with the information they need to complete the process. The informations and lessons learned are contained in six case studies presented in this document. The goal of this process was to gain the relevant information about the process of building these parks, primarily how the land was acquired, what funding was allocated to the park, how the community was involved, and how the design process worked. To do this, outreach was conducted with all six bike parks, providing information from key stakeholders who were involved in the process of park construction and management. These individuals were primarily Park Directors and City Staff members who were engaged with the bike parks. From these interviews, there was significant insight to some of the large hurdles that the communities had to overcome, as a result the case studies gained significant information about this process. Lastly, site visits were conducted to a number of parks in order to collect images and first hand experiences of the parks and how they are used. From this, the team worked to best understand what these spaces are used for and what it takes to make them work.

1: Morro Bay Bike Park
2: Sapwi Bike Park
3: River bend Bike Park
4: Santa Cruz Bike Park
5: Trek Bike Park of Santa Clarita
6: Fillmore Bike Park
History of Bike Parks

In communities all over the West Coast, bike parks are a new, progressive outdoor community feature. Though bike parks are new, the idea has been around for a long time, and have their origins in homemade bike jumps.

For years, bike jumps have been built illegally in many different communities, creating all sorts of legal complexities ranging from trespassing to injury lawsuits. In recent years, communities have decided that instead of fighting the illegal bike jump building, they will instead work to embrace this work by providing a safe space for it. In doing so, communities eliminate liability risk and prevent destruction of property. As a result, the construction of bike parks works to be mutually beneficial to both the community members and the community itself.

Modern day mountain biking is often credited to a group of riders in Marin, California who began riding old bikes down Mount Tamalpais in 1970. Mountain Biking exploded in popularity and the riders in Marin became pioneers of the sport. While many tried commercially to capitalize on mountain biking’s popularity the off-road riders not only kept on riding, they started the first organized downhill race series. They called it Repack, because they had to “repack” their coaster brakes with fresh grease after each race. The grease would vaporize in the excessive heat generated from extreme braking during the super-steep descent.

Eventually the bikes began to improve and major mountain biking companies began to sprout up. With this commercial growth, more and more people began to take notice and the sport became legitimized and cities began to accommodate riders who wanted to have bike parks. Today, mountain biking is one of the most popular forms of biking and many cities are striving to implement full outdoor parks.

There is a large debate on where the first mountain park was but most sources point towards Mount Tamalpais in Marin County, California. Mt. Tamalpais was originally just a popular mountain for hiking but after mountain biking exploded in popularity it became a hub of mountain biking. The Marin County Bicycle Coalition worked with the Marin County Municipal Water District, which manages Mt. Tamalpais, to make trails specifically for mountain bikers. This collaboration was one of the first documented agreements between a city and a mountain biking coalition.
Terminology

Definitions:

**Pump Track:** an oval shaped loop trail with berms and rollers. This track is great for beginners to learn the basics of balance and momentum.

**Berm:** large banked turn designed to help rider keep speed while turning.

**Roller:** specially designed dirt hump, common in pump tracks.

**Tabletop:** a bike jump with no physical gap between the take off and landing.

**Gap Jump:** a jump with a physical gap between the lip and landing. These are much higher risk and force the rider to become airborne to cross the feature.

**Take off/Lip:** this is the feature that riders use to get airborne.

**Landing:** feature where riders aim to land.

**Water:** Water is essential to bike parks, as it assists in compaction when working on jumps and other park features.

**Clear:** The act of making it from the lip to the landing on a jump feature. This applies to all jumps, but primarily gap jumps as the rider must get airborne to use the feature.

**BMX Track:** Track specifically designed for racing. These tracks have large rollers and berms and are known for high speed group races.

Shown to the left, rider is getting up in the air to make it from the lip to landing on a large gap jump. This feature in Sapwi Bike Park is very advanced, and is an example of how extreme some of these features can be.
Morro Bay Bike Park

Key Takeaways

- Local community members play a big role in the management of the bike park. They provide financial resources and input to the city.
- Getting creative with ways to generate park maintenance crews is essential to park survival.
- Park operates on the same insurance as a city skate park.
- The city allocated the land that the park features are on and the park works to negotiate with a nearby landowner to rent the parking lot.
Park Background

Morro Bay Bike Park is a small public space located just off of the scenic Highway One in the city of Morro Bay, occupying a half acre piece of undeveloped city land. Unlike some of the other parks viewed in this study, Morro Bay Bike Park is not part of a larger park setting, but instead consists of one single-use space that covers just over a half acre. As a result, the park must provide all of the amenities of a normal park, such as restrooms, parking spots, water, and insurance liability without all of the support and resources that a normal city park may have. Though this posed a large financial boundary to the park, the City and local community worked to rally behind the bike park to help generate the funding necessary to get the project off the ground. There were severable contributions to make this park a success. The city donated the fencing and provided liability insurance for the park similar to that of a skate park. PG&E rented the parking lot to the park for the rate of only five hundred dollars per year. In 2015, after the park had overcome these barriers, it was ready to enter the design phase and start building. When the design was discussed, the park director and local community group, Central Coast Concerned Mountain Bikers, decided to bring a professional designer in. After raising just shy of forty thousand dollars, the park was able to hire Action Sports Construction to design all of the features, professionally from the ground up. Additionally, the park was able to save a significant amount of money, as the soil was donated by the city Public Works Department and local construction companies.

By late 2015, the park was complete and open to the public, but for Morro Bay new problems presented themselves. After the parks establishment, the park struggled to get the support that it needed to keep up on maintenance. According to the park director, they were seeing a significant number of riders use the space, but only a handful of people were showing up to dig days. The park’s future seemed grim, but with some quick restructuring and creative thinking, things got back on track and helped the park get back into proper form.

Design

Morro Bay Bike Park is one of the smallest parks in the study, and as a result, the park had to work to fit as many features into the small space to make it function the same as the larger parks that we studied. This is where bringing in the professional designer worked so well for the park, as every inch of the space was put to great use. When looking at the park, there is no wasted space and every bit of the space serves a purpose. In order to make things function so well, all of the

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features work to mutually benefit one another. For example, the space worked to interconnect trails together to both save both dirt and space. The end result is a design that provides cyclists with many options, all in one confined area. After multiple site visits, it was obvious that despite the size of the space the utility of the features was still maximized.

Since the original design of the space in 2015, the park has remained very similar with only a few minor changes to design. Though some major changes have been discussed, it seems that COVID has slowed the process and limited the ability to fund such changes. Additionally, unlike some of the other parks in the study, Morro Bay Bike Park does not have the consistent financial support that others are receiving. As a result, there has been little opportunity for change and improvements to the space. Of the changes that have been made, they have all been a result of community donations and the local volunteer support.

**Community Outreach**

When researching Morro Bay bike park, it appears that the park is quiet and without much recent activity. There are a few newspaper articles, a facebook page, and an instagram account. Aside from these results and some pictures, there isn’t much information available. This poses multiple issues for the park, as it potentially limits the number of visitors that the park may draw. If instead, the park had an updated website or social media account, it could work to showcase its current condition, features, and work schedules. If done properly, this advertisement may work to attract more visitors and cyclists, helping to build popularity.

The Bike Park has suffered from a lack of volunteers in the past, and it made it difficult to keep the park running and in good shape. The City of Morro Bay stepped in (when?) and proactively increased the number of volunteers. This was all due to changes made by the park director, which worked to establish a board of directors from the local cycling community. Additionally, the local community works to offer community service hours on park work days. For example, when local youth get in legal trouble they are offered community service hours at the park, in lieu of a fine. It seemed that this was a very constructive opportunity for troubled community members to make personal improvements.

**Design Review**

Morro Bay Bike Park does an excellent job of fitting a lot of features into a small space, a result of the professional design. Though the park does a great job of fitting all of its features into a small space, it seems to lack access for beginner riders. Unlike other parks in the study, the pump track is one of the smallest features in the park. The more challenging jump features cover a significant amount of the park, and it appears that these features are underutilized. In comparison, if the park dedicated more of its space to beginner features, and less to the more advanced riders, it would be more accessible for the general public and may experience an increase in park visitors.
Image 1: Young rider get up in the air on a tabletop. Features like this are an excellent learning opportunity for riders testing out their new skills by getting in the air.

Image 2: Rider using the pumptrack. The pumptrack is an excellent space to build basic skills or warm up for the move advanced park features.

Image 3: Community memeber moving dirt on a bike park workday. Work days are essential to keep the park up and running, as well as safe.

Image 4: View of the pump track and advanced jump line. Morro Bay gives even the most advanced riders a chance to test their skills.
Sapwi Bike Park

Key Takeaways

- City funded and established park features and then passed park over to local community group for management and future development.
- City funds park through annual grant money.
- Community volunteer hours are an excellent resource for the park and enable its success.
- Land for bike park donated by city, reducing overall cost.
Park Background

Sapwi Trails Community Park is a public space located in the city of Thousand Oaks, and is home to many uses, such as a skate park, frisbee golf, and the community bike park. For many years, this 144 acre space in suburban Southern California had been left undeveloped. The City had the goal of creating a community space consisting of a public sports complex, featuring a gym, pool and other amenities. In 2013, upon determining difficulties with the soil quality, the land was deemed unfeasible to develop into the sports complex. The property no longer had a planned use, and after community deliberation over what the space would become, a plan emerged. The community decided that it would be designed for several different activities. The City developed 17 acres of the park into a bike park, disc golf course and hiking trails. In total, the entire park cost the city about seven million dollars, only a fraction of which was for the bike park.

The bike park required one of the smallest building footprints of the overall park, and as a result, it did not require as much attention or funding from the City. The City only had to invest two hundred and eighty thousand dollars into site improvements specifically related to the bike park, not including the land costs. These included items such as a storage shed, a shade structure, fencing, water for wetting park features, and a bike repair station.

Design

Though the overall park was designed by the City of Thousand Oaks, the bike park design is quite different. The City only provided some initial supporting features, such as a fence, a sunshade, and a water source for the dirt features. All of the pump track and bicycle jumps were designed by the local cycling community, The Concerned Off Road Bicyclists Association (CORBA), and built accordingly. This arrangement ensures that the cycling community is happy and the local government does not need to spend significant time and money to maintain the bike park. The city believes that this process of letting the community control the space works very well, as the community manages all of its own new construction and maintenance, saving the City significant staff hours. In the community design process, the City follows along to ensure that the space is being used properly, from a safety and legal standpoint, but everything else is up to the community. For example, in the initial design and construction, the

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Community Outreach

At Sapwi Bike Park, everything is dependent on the support of the community, as the City takes a hands off approach to the final design features. This is no small feat, as the one acre park offers itself to a great number of cyclists and has many different features to maintain. To keep up with this maintenance, CORBA, arranges community work days and announces closures in the event of rain or construction. As a result, the group is able to manage the park quite well and source a number of involved community members.

CORBA also manages the outreach and publicity for the bike park, primarily through the bike park’s website and social media. Those outlets provide information, pictures, and videos of the park. This is different from most bike parks, where they may only have one single page on a City website. This site is well maintained with up to date postings, shows detailed pictures and maps of the park, has a detailed donation window, and displays park rules and regulations. The site also highlights all of the major contributing donors who helped make the park happen. Additionally, on the site you can find links to the bike park’s social media outlets at Facebook, Twitter, Youtube and Instagram. All of these platforms are up-to-date and actively used, ensuring that they are useful to long-time park users and new riders finding the park for the first time.

Design Review

Sapwi has one of the most well rounded parks in this study, as it works to offer so many features to a multitude of skill levels. As a result, the space is inviting to everyone from beginners and advanced riders, thanks to the well built features. For example, the large asphalt pump track and wooden ramps lend to the park’s credibility and professional appeal. Sapwi does an incredible job of making the most of its one acre park, and exemplifies one of the best examples of a bike park.
Image 1: Rider getting up in the air during a costume party. Community events like these help the park build popularity and grow the sport, while getting to showcase their skills.

Image 2: Community member works to sweep rocks from the trails on a busy park day. Maintenance is a necessary step to keeping the park up and running.

Image 3: Cyclists gathering for the park’s Halloween Jam. Park events are an excellent way to build community involvement and support for the space.

Image 4: Riders join at Sapwi for a ride day to learn the sport and practice. Shown here, seasoned riders work to help teach some of the basics and help build confidence on the bike.
River Bend Bike Park

Key Takeaways

- City donated the underutilized land and start up funding for the establishment of a community bike park.
- Local community members work to volunteer to keep the park maintained and are an excellent resource for the community space.
- Community group funds money for park improvements.
- Offers community service hours to get help on maintenance days.
Park Background

River Bend Bike Park is a public space located in the City of Lompoc, about thirty minutes north of Santa Barbara on Highway One. The park was initially discussed twelve years ago when a local community member approached the City with the idea, and seven years ago the park was opened. Unlike some of the other parks in this study, this seven acre community space does not offer any other elements of a park, and as a result, it required a much different establishment process. To build the park, this former agricultural land had to be transformed to offer the features necessary for a bike park. Notable features include fencing, signage, parking and water service. In addition to these features, the City provided the park with a portable restroom to avoid the need for a permanent restroom.

Due to the limited features of the park, the City has been very hands off in the management process, and instead a local community member has handled nearly all of the park operations. The Park Director works to maintain and design all of the park features with the help of the community, and as a result the park is able to operate on very limited funding. Since the establishment of the community space, the City has only contributed small amounts of funding in order to help keep the park up and running. With this hands off approach from the city and the large amount of land, the non-profit has the ability to get creative and offer features some of the other parks can’t. For example, the park offers a single track trail around the space.

This trail works to teach riders about the basics of mountain biking and how to balance around turns and other features in a narrow trail setting.

Design

River Bend is the largest park in this study, and as a result the park’s designer had a significant amount of opportunity to get creative. Unlike the other spaces that must work to maximize the amount of features in a small space, River Bend is able to spread out. This gives the Park Director the ability to build things how the community desires, working to keep everyone happy. As a result of the plentiful space, the park is able to offer itself to a great number of features, ranging from beginner to advanced. It is very important to offer features for a number of skill levels, but River Bend works to offer itself to the beginner level, as that appears to be the most common group visiting the park. Riverbend also has jumps that satisfy

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the most advanced riders. Ultimately, while riders may not be wowed by the technicality of the jumps offered, the park offers many features that they can safely work to advance their skills on.

This park was designed with the beginner in mind, and it is in this area where the park prospers. When looking at the park you find that it offers features to master balance before getting their tires off the ground. As a result, riders can work to advance their skills without being tempted to risk injury. This is something that River Bend does very well, as you don’t find any gap jumps here. While at other parks, gap jumps trend to be the overwhelming majority. Overall, this lends to the safety of this space and helps riders learn at their own pace.

Design Review

River Bend Bike Park takes a very interesting view on design, as it was molded to better suit the characteristics of the greater community. To accomplish this, the park director broke the tradition of large jump features and instead dedicated a significant amount of the space to beginner level features. As a result, the park became a very usable family space, unlike some of the other more advanced parks. One of the keys to this design is the usage of multiple pump tracks throughout the space. Additionally with the excess land, the park is able to provide single track trails for beginner riders to experience a mountain bike trail setting. The park does an excellent job of providing a safe outdoor space to families to bring their kids and get active. Overall, this design approach appears to be a great success and the community appears to benefit significantly from it.

Community Outreach

Like the other small community bike parks, River Bend has learned that you must get creative to attract a work force on dig days. For years it was only a small group of concerned local citizens that worked to keep the park active, while the park attracted riders from all over. This was a huge issue for the space, as it was deteriorating and not getting the support needed for upkeep. After some creative thinking, the director was able to offer community service hours to members of the community and as a result, this generated some popularity. Military members from the nearby Vandenberg Space Force Base were a large part of this, as members worked to fill required hours at the park. In addition to this, the park works to advertise with a social media presence in both Instagram and Facebook. These sources work to showcase the park features and connect with community members, as well as share information about the park.
Image 1: Group of young riders enjoying park features. Everyone making sure to wear their helmets for safety.

Image 2: Riders enjoy the single track trails. Single track trails like this one help teach new riders about balance and expose them to the basics of mountain biking.

Image 3: River Bend has excellent park signage making it very informative to all park visitors. Proper signage is essential to displaying vital park information.

Image 4: Rider testing his abilities on a large wooden feature in the park.
Santa Cruz Bike Parks

Key Takeaways

• This is an excellent example for how a city should manage a bike park.
• Tracks accommodate all skill levels, from beginners to advanced.
• The tracks are regularly maintained and updated to ensure they are the best quality.
Background

Of this project’s six cities, Santa Cruz is the one most dedicated to providing opportunities to ride, as evidenced by the three separate parks within the city. This can be due to several factors, Santa Cruz is closer to the Bay Area than our other case studies which is where modern day mountain biking was formed. It also has the Santa Cruz Mountains Trail Stewardship (SCMTS), a non-profit in the Santa Cruz community which does a large amount of the maintenance for the trails. Two of the three existing parks were already parklands prior to being converted to bike parks. The third bike park was previously private land that was purchased and gifted to the city through a local non-profit.

Design

The City of Santa Cruz maintains three separate bike parks, Westside Pump Track, The Depot, and Harvey West. Each of these have different skill levels ranging from intermediate to advanced. To construct the bike parks, the Mountain Bikers of Santa Cruz did most of the labor as well as the funding. The city also provided a large sum to help them. There are still ongoing renovations in order to keep the bike parks up to date. The Depot Bike Park is in the process of converting their wooden ramps to metal ones which will help longevity. All of the parks also have daily maintenance crews for minor fixes and there are large renovations done a few times a year by local volunteers. Though by converting the pump tracks to asphalt the need for regular maintenance significantly drops.

Community Outreach

Santa Cruz Mountain Trail Stewardship essentially acts as a labor force for the City, they will reach out to their members and ask for help with certain projects. The City will provide materials and tools as well as some money while the trail stewards do the physical work. This helps the city ensure oversight of the project while the trail stewards are shaping and maintaining the tracks which ensure riders are happy with the quality. SCMTS also relies on member donations and memberships to fund these projects. SCMTS also has teamed up with Santa Cruz Mountain Brewing to release beers to help raise money.

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**Design Review**

Overall these are the best designed parks out of all of the case studies. They are all maintained regularly by professional crews to ensure they are up to date. The parks also contain the most track varieties as well as the most amenities. The city put the projects into the hands of the people best suited to them which was advantageous for all parties involved. It makes sense that this city is able to have more than just one bike park with how professionally these are taken care of.

Shown to the right is a map of the greater Santa Cruz area. Each pin represents a bike park.
Image 1: Santa Cruz offers many different features in its bike parks, including large gap jumps like the ones shown here.

Image 2: Trail Stewards work to pave the West Side Pump Track in Santa Cruz. This helps to keep the pump track running even during rain.

Image 3: Less advanced features like the ones shown here give beginners a chance to enjoy the parks without having to take risks on the larger features.

Image 4: Young rider enjoying the Westside Pump Track, and even getting some air! These features are excellent for youth and beginner riders.
Trek Bike Park

Key Takeaways

• This park is extremely well maintained by the city.
• The park makes excellent use of space by providing a variety of jumps and tracks.
• Enough amenities provided for people who want to spend the whole day at the park.
**Park Background**

The Trek Bike Park is located in Santa Clarita, California. The Park is located at the top of the George A Caravalho park. The Trek Bike Park offers riders seven acres to ride, practice jumps and develop skills for both BMX and mountain biking. The park was designed with riders of all ages and skill levels in mind and consists of several single-track mountain bike trails that range from easy to moderate difficulty. The land was originally purchased by the City in 2013 but the bike park opened in September of 2020 in order to give residents a way to stay active during Covid-19 pandemic.

**Design**

The park has several trails as well as pump tracks and a BMX park. The four trails vary in difficulty from beginner to advanced. The three pump tracks also vary from beginner to advanced and even include a 200m strider track. There are also over 800 yards of pump and BMX track featuring combination jumps, including step-ups, step-downs, rollers and tabletops. Lastly, the BMX park has 1,200 feet of track which features a variety of jumps and turns. The park is managed on two fronts; maintenance and programming. The City’s Park maintenance team keeps up the Bike Park with watering, trash clean up, and trail/track maintenance. The recreation department oversees programming at the Bike Park such as coordinating volunteer workdays, public night rides, and biking clinics. The Bike Park has averaged 50-60 riders daily since opening. More success can be identified in the volunteer efforts where 37 different volunteers put in over 230 hours of maintenance, and continue to have volunteers on a weekly basis.

**Community Outreach**

A large portion of this park was built by local volunteers with funds from Trek via large volunteer events and rides. Trek has organized the construction of other parks similar to this one so they are very efficient at this. The city also included a detailed map of the park on its website. There is also a monthly event called Friday Night Lights where the city rolls out large generator lights to illuminate the park for riders. These events are normally large gatherings and bring a lot of riders in from out of town. Funds from this event are used to help maintain the park.

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Design Review

This park contains a variety of jumps and pump tracks that are well maintained. Additionally, this park has larger trails wrapping around the outside of the park. This park is a great example of using every inch of space to the fullest without seeming too crowded or condensed. In addition to the great layout and land use, the park is also easily accessible and contains a variety of amenities from bike repair stations to sunshades for people to rest in. This is also one of the few case study parks that utilizes the surrounding hills to create a few mountain biking lines. This is an excellent example of getting the most out of the land as the park really utilizes pretty much every inch.
Image 1: Trek Bike Park offers an excellent pump track with asphalt surfacing. As a result, this feature is protected from rain events and erosion.

Image 2: Trek Bike Park offers a state of the art BMX track for riders to use. This was the only park in the case study that offered this type of track.

Image 3: Tool features like this one are excellent for riders who do not come equipped with tools needed for a quick fix on the bike, or just need a quick tire pump up.

Image 4: Shade structures and tables like this one are an excellent example of what can be done at bike parks to provide a nice place to relax during a visit.
Fillmore Bike Park

Key Takeaways

• This is a great example of allowing riders to design and build what they want at no cost to the City.
• The City provided land while BikeVentura handled the construction.
• The park is regularly maintained by BikeVentura.
Park Background

The Fillmore Bike Park, located in Fillmore, California was built in 2015. The bike park is located in the larger 22-acre Two River Park, which contains two baseball diamonds, soccer and football fields as well as a bmx park. This bike park was professionally designed by contractors and volunteers with a goal of “giving cyclists a safe, off street place to learn to ride, practice and increase cycling skills”. It was intended to have several features, including pump tracks, skills areas, trials area, a practice trail and a jump line. This project was supported by both the city and the Concerned Off-Road Bicyclist Association (CORBA) in order to create a bike park that would benefit all users of all ages.

Design

The bike park is located on the corner of River Street and D Street and is connected to the larger two-rivers park which also contains a skatepark and a dog park. The most popular features of the bike park are the progressive table-top jumps with pump track return. There are also two separate pump tracks that share a small start hill. Additionally, there is a small elevated skills trail that is ridden in a counter-clockwise direction. There is even a small trials area in the middle. Most of the lines on the park are pretty simple and seem to be best suited for beginners. The park sits on a large plot of land and is pretty spread out. The majority of the jumps and ramps are dirt with a few wooden supports.

While most of the park's users are from Fillmore, there is a large number of users that come in from surrounding areas. This is a testament to the popularity of the park in the area. Another reason for this popularity is “BikeVentura”, an active, grass-roots non-profit, charitable 501(c)(3) corporation located in Ventura, California. BikeVentura incorporated in 2007 under the name VCCOOL and formally transitioned to BikeVentura in 2019. This group's primary goal is to help establish a safe and healthy bike community in the area through education, empowerment, and advocacy. This group also does most of the maintenance on the park.

Community Outreach

The city relies on BikeVentura for most of the funding and maintenance of the park. BikeVentura, similar to Santa Cruz Mountain Bike Trail Stewardship, has a large membership which they use to physically build the park. Bellfree Contractors, based in Los Angeles, designed the track for free. Grimes

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Rock donated and delivered soil, and MG Taylor Equipment built the track, also for free. Volunteers used their own shovels for the final shaping and smoothing of berms and jumps. These companies were contacted by BikeVentura and were able to assist them in designing and building the park. Local community leaders were also able to raise an additional $10,000 through a GoFundMe to help with some costs as well. At the end of this project it is estimated that well over $100,000 were donated in supplies and materials through BikeVentura.

**Design Review**

Overall, this bikepark is another example of a community group taking the reins and making the project work. BikeVentura was able to conduct the successful planning and construction of this park while the city did not have to do that much work. Additionally, the park is adequately utilized by out of towners due to its popularity.
Image 1: The park offers a large starting ramp to help riders gain speed for the jump features. This feature also provides an excellent lookout over the park, shown in Image 4.

Image 2: The park is in the process of establishing a fence around the facility, this can help to create a clear boundary and separate the park from the nearby street.

Image 3: The park is in the process of building a map kiosk, once complete, this map will likely detail park features and rules to potential users.

Image 4: The park offers a number of features, primarily featuring jumps like the ones shown here. These offer riders the ability to test skills, and work up to bigger features.
Sources

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