

Oyster Bay Bike Park Feasibility Study



Park Entrance on Neptune Drive (4/29/14)

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1.0 INTRODUCTION AND APPROACH

This feasibility study provides a clear vision for the proposed design, development and management of the "Oyster Bay Bike Park" as a regional riding area for the community of San Leandro, California and the greater East Bay area. Background research for this study included on-site assessments of the project area with East Bay Regional Park District (Park District) staff on February 24, 2014, April 25, 2016 and May 31, 2016; and a community design development meeting on April 27, 2014; and an off-site meeting with the Park District's internal stakeholders on March 3, 2016. The public meeting was attended by approximately 30 community stakeholders who provided input on the design of the park by completing Hilride's Community Design Development Survey form and by drawing in desired riding features and amenities on a Community Design Development Map.



Gathering input at the April 27, 2014 community design development meeting

Hilride's conceptual design for the proposed park development was informed by the specific goals and objectives identified for the project by the Park District and community stakeholders. Action Sports Construction reviewed and revised Hilride's September 2020 site assessments to better align with regional and national bike park trends. Furthermore, Action Sports Construction provided additional insight on bike park design, project development and operation as well as management best practices.

2.0 EXECUTIVE SUMMARY

The vision for the Oyster Bay Bike Park at Oyster Bay Regional Shoreline is to create a regional destination riding area with a range of progression-based riding features that would support riders of all ages, skills and abilities as well as programming and event opportunities. The need for such a facility has been expressed by the community and based on the lack of other local and regional riding facilities of this nature it is appropriate to create this opportunity for the community. The project site is well suited for such a facility and has many strengths given the bike park would be incorporated into an existing park with many amenities and infrastructure proposed in the 2013 Land Use Plan.

The proposed Bike Park Concept Plan (see section 8.1 and Attachment 1) shows the layout of a 6-acre bike park intended to maximize available space to meet the needs of the riding community, minimize maintenance requirements, and accommodate the landfill well infrastructure and its maintenance requirements. The 25-acre bike park boundary is also shown and includes the peripheral infrastructure that will support the bike park including access roads, picnic area, parking, etc. The proposed conceptual design includes the following eight zones: a kids track, mountain bike skills area, pump track, jump park, perimeter trail, maintenance area, staging area and picnic area.

A phased construction plan is an option (see Section 8.2 and Attachment 3: Site Programming and Phasing Plan). The full-retail cost for the design and construction of the park, assuming all materials are purchased at retail prices and all construction and installation is performed by outside contractors is estimated to be \$1,237,000 (see Section 8.3 and Attachment 4: Preliminary Construction Cost Estimate). The design, planning and construction of the bike park is estimated to take approximately twenty (20) months (see Section 8.4 and Attachment 5: Project Timeline). It is anticipated the park would be built by a professional trail building contractor.

3.0 PROJECT GOALS AND OBJECTIVES

The following goals and objectives are identified for the project:

1. Create a regional riding destination to serve all ages, skills and abilities.
2. Create a model park that maximizes opportunities for active, healthy and safe recreation for youth and the underserved community.
3. Create a facility that minimizes operations and maintenance requirements and costs.
4. Minimize user risk and Park District exposure and liability.
5. Park design shall accommodate the constraints of the former landfill and proximity to Oakland Airport, (e.g., buffer around wells, maintain access to subsurface well pipes, no excavation, limit water infiltration, development height restrictions).
6. Design features and amenities to support small to large events.
7. Maintain access and space at the top of project area for multiuse picnicking and spectating.

4.0 PROJECT DESCRIPTION

The Park District is pursuing the development of a bike park to respond to the need expressed by community stakeholders. The proposed 6-acre Oyster Bay Bike Park project area is located within Oyster Bay Regional Shoreline, which is a developed park within the City of San Leandro; a city of 89,000 people. The proposed concept plan includes development of the following features:

1. 20,000 SF Kids Track
2. 40,000 SF Mountain Bike Skills Area
3. 50,000 SF Pump Track
4. 100,000 SF Jump Park with beginner, intermediate and advanced lines.
5. .50-mile Perimeter Trail that loops the entire bike park.
6. 10,000 SF Bike Park Maintenance Area
7. 15,000 SF Bike Park Staging Area
8. 20,000 SF Picnic Area
9. Multiuse well maintenance service trails
10. Multiuse trails located outside of bike park project area (Park District Project)

Proposed site infrastructure improvements include reclaiming ~40% of the existing well maintenance roads and formalizing fewer, more direct "service trails" that will be used for well maintenance and park users. Other infrastructure improvements include multiuse access trails, formalizing park entrances, installation of boundary fencing, park signage, water maintenance stations, drinking fountains, bike racks, bike repair tool station, trash/recycling receptacles, benches, and maintenance and staging areas.

Construction of the bike park would be performed by a professional contractor using a combination of mechanized equipment, power tools and hand tools. Prefabricated skills features are proposed to increase longevity and reduce maintenance, and they would be delivered and installed by the manufacturer. The construction phase is expected to take approximately three (3) months.

5.0 EXISTING CONDITIONS

Oyster Bay Regional Shoreline is a 194-acre park located on a former landfill that was capped with clay in 1977 to seal it and covered with soil to encourage plant growth. The entire park is dotted with monitoring well structures used to control the by-products of the landfill; liquid leachate and landfill gas, which are collected via subsurface pipelines and treated off-site. Landfill operations closed in the 1980's and the site was then dedicated to the Park District for use as a regional park. The park has been open to the public for many years, and is primarily used by hikers, bikers and dog walkers on the existing dirt and gravel roads. The park master plan was adopted in 2013 and includes a bike park, off-leash dog area, disc golf course, picnic area and open space with trails for hiking and biking. The site is currently in the early phase of development with mass grading operations taking place to import soil to terraform the park to desired grades. The park has one public entrance located on Neptune Drive and is also accessible by the San Francisco Bay Trail, which bounds the western side of the park. The park has undulating terrain with the highest elevation of 90-feet located at the top of the bike park project area offering expansive views of the San Francisco Bay, Oakland Airport and adjacent salt marsh habitat. The bike park project area has 50-feet of elevation differential. It is covered by dirt roads that access monitoring wells and low-lying vegetation. The project area is characterized by consistent windy conditions, mild temperatures year round and average rainfall of 18-inches per year.

6.0 INITIAL ENVIRONMENTAL REVIEW

As Lead Agency, the Park District prepared an Initial Study of Environmental Impact of the Oyster Bay Regional Shoreline Land Use Plan Amendment and in November, 2013 adopted the Mitigated Negative Declaration. The following mitigation measures may affect the design and development of the bike park:

- AIR-1: The Park District shall require all its construction contractors to implement a dust control plan that shall include Basic Construction Mitigation Measures as recommended by the BAAQMD (see Initial Study for these measures).
- BIO-1: The Park District will conduct all park activities, including construction, operations, interpretation, and resource management, in accordance with best management practices for protecting regional wildlife resources, and state and federal laws protecting rare, threatened, and endangered species.
- BIO-2: The Park District will, to the greatest extent feasible, remove trees, shrubs, and other vegetation between August 1 and March 15 to avoid bird-nesting season.
- GEO-1: The Park District will limit construction activities in upland areas to the dry season, May 1-October 31, whenever feasible.
- GEO-2: The Park District will prepare and implement an erosion control plan.
- N-4: The Park District will restrict construction hours to the hours of 7:00 am and 7:00 pm on weekdays, except when specifically permitted by the Park District or determined necessary to prevent or resolve an emergency.
- N-5: The Park District will restrict maintenance activities, including on-going fill and grading activities, to the hours of 7:00 am and 7:00 pm on weekdays, except when specifically permitted by the Park District or determined necessary to prevent or resolve an emergency.

In addition to these requirements and given the landfill constraints, the bike park concept plan maintains a minimum 3% slope to reduce water infiltration; utilizes prefabricated riding features where appropriate rather than dirt features to minimize potential soil erosion and reduce water-intensive maintenance activities; and will include landscaping to reduce water runoff and soil erosion.

7.0 SWOT ANALYSIS

SWOT analysis was used to evaluate the Strengths, Weaknesses, Opportunities, and Threats for the development of a bike park in the proposed project area. This qualitative analysis characterizes and identifies specific factors that are favorable or unfavorable to achieving project goals.

7.1 PROJECT STRENGTHS

1. Progressive land management approach - The progressive approach by the Park District to create a sustainable and successful bike park in the near and long term, and their support of the amenities and infrastructure and design elements that will be required.
2. Proposed Park Infrastructure - The adopted Master Plan includes recreational amenities and infrastructure (parking, restrooms, picnic areas, access and recreational trails, etc.) that will provide complementary activities and supporting infrastructure.
3. Proximity To User Group - The project area, being close to a local residential area and equity priority community and a highly populated region of off-road cycling enthusiasts, provides immediate and close access for users.
4. Site Size - The size of the proposed bike park is large enough to create a full spectrum riding facility that would be a draw for riders across the East Bay area and service a large riding population.
5. Terrain - The topography and elevation of the site would support the design of a dynamic facility that could accommodate users of all skill levels. The expansive view from the top of the project area will support positive bike park experiences.
6. Environmental Review and Impact - CEQA compliance is complete and the project area has limited permitting requirements, environmental conditions or stipulations.
7. Site Ownership - The site is owned by the Park District.
8. Community Support - There has been limited controversy and significant support by the community.
9. Impact on Residents - The project area is located within the Oyster Bay Regional Shoreline, with no visibility from residents or businesses outside the park and would have minimal negative impact on local residents.
10. Existing Site Usage - The site is already being used for active outdoor recreation and the bike park will complement those activities and proposed activities outlined in the Land Use Plan.
11. Access - The site is fairly easy to access via car, bike or bus, which will increase usership and reduce barriers to entry.
12. Construction Feasibility - The site is easily accessible for construction materials and equipment and has adequate space for materials staging.
13. Water Access - Water lines can be designed to reach the bike park, which is a critical element required for the ongoing maintenance and operation of the park.
14. Site Visibility - The site is visible from all sides via dirt access roads, which supports supervision from law enforcement or aid in emergency response.

7.2 PROJECT WEAKNESSES

1. Accessibility for Emergencies - The accessibility of the site for emergency response is limited by the bike park being located inside a gated road within the regional shoreline park. Site safety and risk management protocols will need to address this.
2. Landfill - The disturbed site is less desirable than a more natural setting. The wells, pipes and leaching potential create limitations in the design, construction and maintenance of the bike park.
3. Wind - The site experiences regular windy conditions, which is not ideal for some bike park riding activities (e.g., dirt jumping).

7.3 PROJECT OPPORTUNITIES

1. Equity Priority Community - The opportunity to develop active recreation that appeals to all ages and will be easily accessible and will support the health and safety of this undeserved community.
2. Events and Programming - The ability to have small to large events, coaching, clinics, etc. in the park provides an opportunity for positive community programming and potential revenue generation.
3. Access Road Rehabilitation - Dirt maintenance road reclamation will improve the aesthetics and usability of the land within the bike park boundary.
4. Corporate Sponsorship - The park is designed with amenities that could be sponsored (e.g.signage, zones); providing opportunities to offset cost of development and maintenance.
5. Interpretation - Landfill, environmental and recreational interpretation opportunities will be possible on park signage and possible well heads (assuming LEA approval).
6. Youth Development - The size and scale of the facility and the opportunity to create a progressive park with recreational programming will result in young riders being more active and becoming highly skilled.
7. Parking – Parking is being developed with potential for 450 spaces within three parking areas

7.4 PROJECT THREATS

1. Funding - Limited identified construction funding at this time.
2. Management and Operation – The Park District does not have experience managing a bike park.

7.5 SWOT ANALYSIS SUMMARY

The project meets many important criteria for successful bike park development with the greatest strengths being the size of the site and the Park District's and community's support to develop a model bike park facility. The Land Use Plan's proposed complementary infrastructure and the opportunity to engage the local youth and underserved community with amenities and recreational programming also supports the project goals. The greatest threat to the project is funding. The information in this Feasibility Study will support the acquisition of funding and help to mitigate this threat



The Railyard Bike Park - Rogers, AR

8.0 CONCLUSIONS AND RECOMMENDATIONS

Public agencies have embraced active recreation as evidenced by the development of skate parks, swimming pools and ball fields. A bike park is a similar type of facility with inherent risk, and when managed appropriately can offer a safe, fun and active recreational opportunity with limited liability to the agency.

The project site would support the development of a regional scale bike park facility and would be well suited for the needs of the local and regional riding community. The enclosed Bike Park Concept Plan illustrates a conceptual layout of trails, riding amenities and park infrastructure to create a positive experience for visitors of all ages, skills, and abilities.

The Park District has the opportunity to develop a bike park in Oyster Bay Regional Shoreline that would meet the Park District's goals and objectives. Based on the criteria evaluated, it is evident that the proposed bike park would be a regional draw servicing the entire East Bay Area and neighboring communities. Additionally, a bike park at this location would be compatible with other planned park uses, could have near-term implementation, and leverage proposed park development and infrastructure to lessen the impact on Park District resources. The bike park would have the capacity to run camps, coaching and instructional programs, and special events that would provide many opportunities for youth (and all age) programming.

8.1 BIKE PARK CONCEPT PLAN

The proposed 6-acre Bike Park Concept Plan (See Attachment 1) illustrates a conceptual layout of a regional scale bike park at the proposed site that includes five zones with riding amenities and infrastructure improvements. The entire bike park is bounded by a 4'-high vinyl clad chain link fence with 12'-wide swing gates to accommodate bike park user and maintenance access and to create formal entrances (risk management guideline) and to maintain a separation between other park users primarily off-leash dogs. Signage would be posted at each entrance and at each zone to share park rules, wayfinding, park etiquette and recreational interpretation to promote a safe and fun riding experience for all users.

A Bike Park Staging Area would be a formal entrance to the bike park and a zone to launch programming. It would include park entrance signage with maps, park rules and riding tips; picnic tables and benches with views of the bike park; a bike maintenance tool station; drinking fountain and vault toilet.



Bike Park Staging Area - Bijou Bike Park, South Lake Tahoe CA

Perimeter Trail

The Perimeter Trail would be a .50-mile long 5-foot wide natural surface trail offering a cross-country riding experience and the opportunity to circumnavigate the entire bike park and would be suitable for riders of all abilities. The Perimeter trail would also lead to and incorporate a mountain bike Skills area. The Mountain Bike Skills area will replicate technical trail features providing the user the ability to practice basic and advanced mountain bike skills in an urban environment. This area would be composed of a variety of trails with optional progressive technical skills features ranging from beginner to advanced riders.



Perimeter Trail (Bijou Bike Park - South Lake Tahoe, CA)



Kids Track Example

Kids Track Area

The Kids Track will be a small asphalt track with small rollers and berm turns designed for kids and beginner level riders to learn and practice basic riding skills.

Pump Track Area

The Pump Track Area would be an asphalt riding surface with a series of berm turns and jumps suitable for beginner to advanced riders.



Pump Track Example (Asphalt Surface)



Jump Park Example Sapwi Bike Park - Thousand Oaks, CA

Jump Park Area

The proposed Jump Park includes beginner, intermediate and advanced lines that each finish in an asphalted berm turn and link to return service trails that would bring riders back to the start hill. In order to reduce maintenance and increase consistency each jump feature could be constructed using prefabricated take off ramps and stabilized earthen landings.



Prefabricated Features

All prefabricated features proposed are to increase the longevity of each feature, reduce maintenance requirements, and provide a maximized rider experience. While the upfront cost is higher for prefabricated features, the long-term maintenance cost and potential liability is greatly reduced.

Additional Supporting Site Infrastructure

The supporting site infrastructure includes a Bike Park Maintenance Area that would include a container for tool and equipment storage, space for staging maintenance operations, a water maintenance station, bike rack, drinking fountain and trash/recycling receptacle.

A Picnic Area will be designated for the park users and spectators. The picnic area overlooking the bike park offers sweeping views of the bay and the park. It will include picnic tables, benches as well as bike racks. The Picnic Area and the Bike Park Staging area will be designed by the Park District with input from Action Sports Construction. There is an existing service trail network of 14-foot-wide trails to provide access for maintenance to well heads that can also be used as routes for users to navigate the bike park.

Landscaping

Landscaping will be planted in all non-riding zones with the following primary goals:

- Reduce wind and water erosion
- Enhance site aesthetics and separate riding zones
- Minimize water requirements and maintenance characteristics

The recommended plant palette will include grasses, shrubs and trees and will be designed and implemented to meet the Land Use Plan Amendment Vegetation Management Plan recommendations.

8.2 SITE PROGRAMMING AND PHASING PLAN

The proposed site programming includes a range of riding facilities and amenities to support the parks users and local riding area. Should phasing of bike park construction be required while funds are secured over time, the proposed phasing scenario outlines developing the most desired riding elements that appeal to the largest audience, and require the least maintenance, in the earliest phase. A listing of the proposed riding areas, elements and site improvements and their phasing are presented in Attachment 3: Site Programming and Phasing Plan.

8.3 PRELIMINARY CONSTRUCTION COST ESTIMATE

The cost estimate assumes the construction of a progressive bike park, as detailed in the Concept Plan. The proposed budget assumes that the facility would be built by a professional bike park contractor. The cost of designing and constructing the parking area, staging area and picnic area are assumed to be outside the scope of this project. The year 2020 cost estimate for the development of the bike park, including consultant fees for design and construction oversight, and construction is \$1,237,000. This cost assumes no environmental mitigations. See Attachment 4: Preliminary Construction Cost Estimate for a line-item breakdown of project cost.

8.4 PROJECT TIMELINE

The proposed 20-month timeline for development includes a 7-month Project Initiation Phase; a 6-month Design Phase with community outreach and engagement, master planning and construction documentation; a 6-month Construction Phase; and an Operations Phase that includes a one-month operational establishment period and a grand opening event. (See Attachment 5: Project Timeline).

8.5 COMMUNITY OUTREACH

While the community outreach requirements have been satisfied for this project through the Land Use Plan adoption process, the two public design workshops that took place as part of this feasibility study process supported our understanding of the demographics, styles of riding, experience levels etc., of the local riders. Continued community engagement will encourage participation from local cyclists as well as provide the opportunity to help recruit and foster local cycling advocates for fundraising, maintenance and programming of the park.



Integrated marketing campaign for Lafayette Bike Park website, and t-shirt with sticker on hang tag.

A successful method for community outreach is to promote the project on the Park District's website and Facebook page and/or to create bike park specific outreach resources. These can be used to engage community involvement and easily coordinate and share information during the design, construction and ongoing maintenance and operation of the bike park. A project specific website could be created, and is a direct way to disseminate consistent project information to community members including riders, neighbors, bike shops, local businesses, schools, bike clubs, news media, etc. Creating a mini-marketing campaign to promote the project including developing a project brand (e.g. logo), a sticker, t-shirt and poster creates tremendous awareness and buzz in the local community.

8.6 ACTIVITIES AND EVENT PROGRAMMING

The bike park will provide opportunities for youth and adult programming and events. They include youth rider camps to professional coaching, instruction and training programs, and special events such as bike demos, races, jump jams, competitions, festivals, etc. Given the regional demand for these events and programs and the limited existing opportunities in the East Bay Area, it is anticipated that the bike park would be in high demand and highly valued as a venue. Small events that are more frequent such as skills clinics and bike demos would provide multi-season event programming.



Professional Youth Coaching and Adult Instruction Skills Clinics

8.6.1 Usage

The 2019 US Census data estimates the population of San Leandro, CA is 89,000 residents and Alameda County is 1,610,000. According to the Outdoor Foundation's 2019 Outdoor Foundation Participation Report, participation in the types of mountain biking and BMX riding that would be provided at the park is 3.6% of Americans ages six and older. This amounts to ~3,204 potential riders within San Leandro City limits (local riding population) and 58,000 within the County (regional riding population). After calculating the percent of total potential riders from these population areas, we project ~11,700 total visitors to the bike park annually.

8.6.2 Visitation

Bike park visitors would be coming to the park on a daily basis to ride and practice their skills. The Park would be considered a regional level facility frequently drawing visitors from Alameda County, as well as surrounding areas which include Contra Costa County, Santa Clara and San Mateo Counties. These riders would travel to the park for the local riding opportunities and specific features and facilities that would be provided.

The expected average weekday visitation during the peak summer season is around 70 riders per day. Expected peak season average weekend visitation would be in the range of 400 riders.

Seasonal usage would vary with higher levels of usage in the spring, summer and fall seasons. Total annual visitation is expected to be in the range of 36,000 visits (not unique visitors).

8.6.3 Economic Impact

Bike park visitors will spend money locally on meals, fuel and bike equipment, which will benefit the local economy. On average the local bike park visitor will spend \$3 per visit and the regional bike park visitor will spend \$8 per visit. Based on the total number of rider visits per year, the total annual economic benefit is projected to be in the range of \$250,000 to the local economy.



Donations and event revenue funding opportunities

8.7 FUNDING, REVENUE AND SPONSORSHIP OPPORTUNITIES

It is recommended that the Park District develop and execute an official fundraising campaign to organize the fundraising efforts to secure capital funding revenue. Based on the limited number of competing facilities in the local area as well as the tremendous need, there is an opportunity to generate capital funding, revenue, and sponsorship support for the proposed bike park. Funds can be raised through a combination of corporate sponsorships from local businesses, bike shops, and the bike industry, and grants from nonprofit foundations such as REI, Bikes Belong and Clif Bar. Out of industry support may be possible as well from foundations such as the Kaiser Foundation, Governors Council on Physical Fitness and Sports, etc.

Onsite sponsorship opportunities typically include a donors/sponsors plaque at the entrance of the park, donor/sponsor plaques on bike park amenities such as benches, bike racks, tool stations, interpretive signage, shade structures, etc. Sponsorship opportunities can also include recognition digitally on websites, newsletters, social media, merchandise and more. Typically, project-based websites and social media pages tend to be less conflicting with agency signage standards and sponsorship standards, which often don't allow for company logos on signage or facility amenities.

8.8 WATER MANAGEMENT

Management of water use is vital during bike park construction and maintenance. The bike park has exposed soils and opportunities for erosion caused by users, wind and rain. Especially in California where drought conditions are severe, designing facilities to reduce water requirements is imperative. The following design elements have been included in the Bike Park Concept Plan that will reduce water resource demand:

- Use of prefabricated riding features rather than dirt.
- Asphalt riding surface on pump track and other features
- Routine Soil Stabilizer application on dirt riding surface
- Native, low-water demand landscaping.

8.9 OPERATIONS PLAN

The importance of developing a bike park operations plan is to ensure the highest quality construction, maintenance, operation, and management of the facility and to ensure comprehensive integrated risk management practices and protocols are established and maintained by all parties for the lifetime of the park. The plan should be used both as a reference tool for ensuring best management practices and as an archive tool for logging and recording operational activities. Annual review of the operations plan and lessons learned will support required updates to quality assurance protocols and ensure quality control of bike park operations. The plan includes the following:

- Bike Park Maintenance Plan
- Bike Park Risk Management Plan
- Bike Park Incident and Accident Report Forms and Records
- Bike Park Volunteer Waiver and Release Form

8.10 MAINTENANCE

Regular maintenance is requirement for the successful operations and management of a safe bike park facility. Typical maintenance tasks include, but are not limited to hydrating, re compacting, as well as stabilizer application on dirt features to ensure proper compaction. In addition, routine inspection and maintenance of signage, clearing potentially hazardous debris from fall zones, inspecting and repairing any damaged hardware on wooden structures, inspecting rock and wood features for structural integrity, and maintaining drainage control features and landscaping would be the regular maintenance activities. There are a number of ways to operate a bike park maintenance program. Maintenance can be conducted by:

Volunteers

Should the Park District want volunteers to perform most of the required maintenance, it is recommended that the Park District implement a comprehensive bike park builder program that includes volunteer builder training sessions, a volunteer builder waiver and volunteer builder maintenance protocols; all of which could be outlined in an Operations Plan and MOU with the user group.

Pros:

- Community engagement can result in "ownership", respect, and protection for the park.

Cons:

- Requires significant and detailed planning, coordination, and oversight by staff.
- Availability and dependability of volunteers is inconsistent and challenging to manage.
- Effectiveness depends on quantity, skill, availability, and dependability of volunteers.
- Requires some professional training for volunteers and committed volunteer leaders.

Contractor

A professional bike park contractor would typically perform all the maintenance requirements and protocol in the maintenance plan and submit status reports to log maintenance activities.

Pros:

- Ensures professional maintenance is performed on a regular basis.
- Requires minimal direct oversight.
- Accountability and quality control

Cons:

- Does not facilitate community engagement unless the contractor is tasked with engaging volunteers to support the maintenance efforts.

Staff

Another option is to use internal maintenance staff or hire a part-time seasonal maintenance person who would be responsible for maintaining the bike park. The ideal candidate for this position would be a dependable, local rider who is experienced in bike park building and maintenance.

Pros:

- Internal management of maintenance process and procedures can be efficient.
- Staff labor is reliable.

Cons:

- Effectiveness depends on skill and availability of the staff performing maintenance activities.
- Does not facilitate community engagement.

Hybrid

A hybrid maintenance program could include contractor+volunteer or contractor+staff maintenance programs where the contractor is performing maintenance trainings for volunteers and/or staff and performing regular inspections to support the volunteer/staff maintenance efforts and protocols in the maintenance plan. The following pros and cons are for the contractor+staff maintenance program scenario.

Pros:

- Ensures professional oversight.
- Ensures maintenance is performed on a regular basis.

Cons:

- Effectiveness is in part dependent on skill level of staff.
- Does not facilitate community engagement.

An annual maintenance budget is typically estimated as 5-10% of the total capital construction cost. This project has been designed to significantly reduce typical maintenance costs by using durable, prefabricated riding features. We anticipate maintenance costs would be at the lower end of this scale.



Soil Stabilizer Application - Sweetwater Bike Park

8.11 RISK MANAGEMENT

The Park District has certain liability immunities as outlined in the California Government Code Section 831.7. As this facility is envisioned to be an unstaffed, public use, at-risk facility the most important elements of risk management would be a comprehensive signage program, a progression-based bike park design offering optional experiences for beginner through advanced riders, a comprehensive construction and maintenance program, and a program for the enforcement of park rules and regulations including helmet usage, codes of conduct and rider etiquette.

The following are general best management practices for managing risk:

1. Create a Master plan for the bike park in general compliance with best practices for the design and operation of a bike facility (e.g. offer progression, optional lines, sightlines, adequate 8-foot on either side fall zones, etc.).
2. Ensure the park has a comprehensive signage program including rules, regulations, wayfinding, and recreational interpretive signs.
3. Ensure the park has appropriate safety barrier between participants and spectators and clearly signed and marked park entry and exit points.
4. Develop an operations and management plan and MOU with the active volunteer group(s) (if applicable). The operations plan should include a risk management plan, signage plan, maintenance plan and plan for tracking and managing incidents and accidents. The MOU would be a formal agreement between the Park District and the core stakeholders to establish a framework for a productive working relationship and protocols and standards for the maintenance activities of the bike park.
5. The park design, operation and management plans and MOU should be reviewed and approved by staff and/or consulting risk manager.
6. Adopt the appropriate mechanism to enforce park rules, set hours of operation and required use of safety apparel.
7. Adopt a protocol for periodic law enforcement patrol of the park.
8. The park should be routinely inspected and maintained, and such activity should be documented.
9. All organized events should be supervised to assure purchase of liability insurance through the sanctioning event body.



Risk Management Signage

9.0 REFERENCES

Bay Area Census. Reviewed online on 5/24/2016
<http://www.bayareacensus.ca.gov/bayarea.htm>

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<http://www.census.gov/quickfacts/table/PST045215/0668084>
<https://www.census.gov/quickfacts/table/PST045214/06001>

Attachment : Bike Park Concept Plan

BIKE PARK RIDING AREAS AND CORE FEATURES

- 1 KIDSTRACK - 20,000SF
DIRT TRACK WITH SMALL ROLLERS AND BERM TURNS
SUITABLE FOR KIDS AND BEGINNER LEVEL RIDERS.
- 2 SKILLS PARK - 50,000SF
SKILLS TRAIL WITH PROGRESSIVE SKILLS FEATURES STARTING WITH BEGINNER
THROUGH INTERMEDIATE, ADVANCED AND EXPERT LEVEL DIFFICULTY.
GREAT FOR A WIDE RANGE OF RIDERS WITH VARYING SKILLS AND ABILITIES.
- 3 PUMP TRACK - 50,000SF
TRACK WITH A START HILL, ROLLERS, BERM TURNS AND JUMPS.
GREAT FOR BEGINNERS THRU ADVANCED LEVEL RIDERS.
- 4 JUMP PARK - 100,000 SF
FULL PROGRESSION JUMP PARK WITH A BEGINNER ALL-DIRT ROLLER TABLE TOP
PRACTICE JUMP LINE, AND BEGINNER, INTERMEDIATE, AND ADVANCED KICKER
RAMP TO DIRT LANDING JUMP LINES.
- 5 MAINTENANCE AREA - 10,000SF
DEDICATED STAGING AREA FOR MAINTENANCE OPERATIONS INCLUDES PICNIC
TABLES, WATER FOUNTAIN AND BIKE RACKS, IN ADDITION TO A WATER
MAINTENANCE STATION, AND A STORAGE CONTAINER FOR MAINTENANCE TOOLS
AND EQUIPMENT.
- 6 MAIN STAGING AREA - 10,000SF
VISITORS TO THE BIKE PARK WILL FIND PICNIC TABLES, AND BENCHES WITH VIEWS
OF THE RIDING AREAS IN ADDITION TO A MAP KIOSK WITH RULES, RIDING TIPS
AND INFORMATION. BIKE RACKS AND A BIKE TOOL STATION WITH AN AIR PUMP
HELP YOU KEEP YOUR BIKE TUNED AND YOUR RIDE SAFE. AND A WATER FOUNTAIN
AND VAULT RESTROOM PROVIDE FOR THE BASIC NECESSITIES.

BASE MAP KEY

- EXISTING TOPOGRAPHY
- EXISTING MAINTENANCE ROAD/TRAIL
- EXISTING BAY TRAIL
- EXISTING ASPHALT/CONCRETE PATH
- EXISTING DOG WALKING ROUTE
- BIKE PARK AREA
- DISC GOLF COURSE
- OFF-LEASH DOG AREA
- PICNIC AREA
- ENTRANCE ROAD/PARKING LOT
- PHASE 1/2 BOUNDARY
- LIMITS OF GRADING
- PROPOSED VEGETATION REMOVAL AREA
- 50--- PROPOSED CONTOUR - 5FT
- PROPOSED CONTOUR - 1FT
- LFG --- GAS COLLECTION SYSTEM PIPE LINES
- LEACHATE COLLECTION SYSTEM PIPE LINES
- LEACHATE AND GAS COLLECTION SYSTEM WELLS AND VALVES
ABOVE GROUND (INFRASTRUCTURE TO BE FIELD ADJUSTED AS
NEEDED TO MATCH FINISHED GRADE).



- BIKE PARK PROJECT KEY**
- 1 BIKE PARK RIDING AREAS AND FEATURES: AREAS
 - 1 WELL HEAD PROTECTION LOCATIONS (28 TOTAL WELL HEAD LOCATIONS)
 - 1 TRAIL INTERSECTIONS: OUTSIDE OF BIKE PARK AREA (14-INTERSECTIONS)
 - 1 TRAIL INTERSECTIONS: WITHIN BIKE PARK AREA (4-INTERSECTIONS)
 - 1 BIKE PARK ENTRANCE LOCATIONS (EACH LOCATION INCLUDES: SWING GATE AND RISK WARNING SIGNAGE)
 - BIKE PARK AREA BOUNDARY (15 ACRES)
 - PROJECT AREA BOUNDARY (26 ACRES)
 - BEGINNER LEVEL RIDING AREA, TRAIL OR FEATURE
 - INTERMEDIATE LEVEL RIDING AREA, TRAIL OR FEATURE
 - ADVANCED LEVEL RIDING AREA, TRAIL OR FEATURE
 - PROPOSED TWO-LANE ENTRANCE ROAD (50' WIDE) (PUBLIC VEHICLE ACCESS)
 - PROPOSED WIDE SINGLE LANE SERVICE TRAIL (25' WIDE) (BIKES, PEDESTRIANS, SERVICE ACCESS ONLY)
 - PROPOSED NARROW SINGLE-LANE SERVICE TRAIL (14' WIDE)
 - PROPOSED PURPOSE BUILT BIKE ONLY TRAIL (WIDTH VARIES)
 - PROPOSED RIDING AREA BOUNDARIES
 - VEHICLE GATE/BOLLARD

BIKE PARK DESIGNER:

 CONTACT: Alex Fowler
 Phone: (831) 239-1702
 alex@actionsportsconstruction.com
 www.actionsportsconstruction.com

PROJECT OWNER:

 EAST BAY REGIONAL
 PARK DISTRICT
 CONTACT: Sean Dougan
 PHONE: (510) 544-2811
 EMAIL: sdougan@ebparks.org
 ADDRESS:
 2950 Paralta Oaks Court
 Oakland, CA 94605

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CHECKED BY: _____
 APPROVED BY: _____
 DATE: _____

PROJECT:
OYSTER BAY BIKE PARK
OYSTER BAY REGIONAL SHORELINE

DESIGN: NAT LOPES
 DATE: 3/15/17
 SHEET TITLE:
 80% CONCEPTUAL
 PLAN
 SHEET NUMBER:
 BP-01
 PLANSET NUMBER:
 2 OF 2

Attachment 2: Breakdown of Proposed Riding Features

(To be included in next submittal)

Attachment 3: Site Programming and Phasing Plan

PROJECT: OYSTER BAY BIKE PARK**Attachment 3: Site Programming and Phasing Plan**

Client: East Bay Regional Park District

Prepared by: Action Sports Construction

Date: October, 2020

SITE PROGRAMMING SUMMARY

ZONE	AREA	PHASE		
TOTAL PROJECT AREA	15 ACRES			
KIDS TRACK	20,000 SF	1		
SKILLS PARK	40,000 SF	1		
PUMP TRACK	50,000 SF	1		
JUMP PARK	100,000 SF	1		
PERIMETER TRAIL	.5 MILE	1		
BIKE PARK MAINTENANCE AREA	10,000 SF	1		
BIKE PARK STAGING AREA	15,000 SF	1		
PICNIC AREA	20,000 SF	1		

SITE PROGRAMMING BREAK-DOWN

ZONE	DESCRIPTION	QUANTITY	UNIT	PHASE
BIKE PARK AMENITIES				
	ENTRANCEWAY IMPROVEMENTS	6	EA	1
	ENTRANCE SIGNAGE	6	EA	1
	ZONE SIGNAGE	7	EA	1
	FEATURE SIGNAGE	TBD	EA	1
	BOUNDARY FENCE	3,550	LF	1
	BIKE RACKS	4	EA	1
	WATER MAINTENANCE STATION	10	EA	1
	DRINKING FOUNTAIN	2	EA	1
	BENCHES	6	EA	1
	TRASH/RECYCLE RECEPTACLES	3	EA	1
<i>BIKE PARK MAINTENANCE AREA</i>				
	STORAGE CONTAINER (TOOLS, EQUIPMENT)	1	EA	1
<i>BIKE PARK STAGING AREA</i>				
	BIKE FIXIT STATION	1	EA	1
	STORAGE CONTAINER (PROGRAMMING)	1	EA	1
TRAILS AND RIDING FACILITIES				
<i>KIDS TRACK</i>		20,000	SF	1
<i>SKILLS PARK</i>		40,000	SF	
	SKILLS TRAIL LOOP	TBD	LF	1
	BEGINNER SKILLS FEATURES	TBD	EA	1
	INTERMEDIATE SKILLS FEATURES	TBD	EA	1
	ADVANCED SKILLS FEATURES	TBD	EA	1
<i>PUMP TRACK</i>				
	BEGINNER TRACK FEATURES	TBD	EA	1
	INT./ADV. TRACK FEATURES	TBD	EA	1
<i>JUMP PARK</i>				
		100,000	SF	

<i>Jump Park</i>	BEGINNER JUMP FEATURES	TBD	EA	1
	INTERMEDIATE JUMP FEATURES	TBD	EA	1
	ADVANCED JUMP FEATURES	TBD	EA	1
		130,000	SF	
	BEGINNER TRACK FEATURES	TBD	EA	2
	INTERMEDIATE TRACK FEATURES	TBD	EA	2
	ADVANCED TRACK FEATURES	TBD	EA	2
<i>PERIMETER TRAIL</i>		60,000	SF	3
		0.75	MILE	1
	SKILLS FEATURES	TBD	EA	2
<i>SERVICE TRAILS</i>		TBD	LF	1

Attachment 4: Preliminary Construction Cost Estimate

PROJECT: OYSTER BAY BIKE PARK

Attachment 4: Preliminary Construction Cost Estimate

Client: East Bay Regional Park District

Prepared by: Action Sports Construction

Date: October, 2020

						BUDGET: COSTING ESTIMATE
ITEM	ACTIVITY TYPE	SPECIFIC TASK DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1. SITE PREPARATION						
	CONTRACTOR MOBILIZATION	LOGISTICS AND TRANSPORTATION OF EQUIPMENT TO SITE, ESTABLISHMENT OF CONSTRUCTION STAGING AREA, SURVEY, SITE SAFETY, PROJECT START UP.	1	LS	\$10,000.00	\$10,000.00
	SURVEY STAKING AND CONFORMANCE		1	LS	\$10,000.00	\$10,000.00
	CONSTRUCTION FENCING	TEMPORARY CONSTRUCTION FENCING THROUGH THE DURATION OF THE PROJECT.	3,550	LF	\$3.00	\$10,650.00
	CONSTRUCTION GATE		2	EA	\$1,200.00	\$2,400.00
	VEHICLE TRACKING CONTROL		1	LS	\$1,250.00	\$1,250.00
	TEMPORARY CONSTRUCTION SIGNAGE	INSTALLATION AND MAINTENANCE OF TEMPORARY CONSTRUCTION SIGNAGE THROUGH THE DURATION OF THE PROJECT.	2	LS	\$500.00	\$1,000.00
		<i>Subtotal</i>				\$35,300.00
		TOTAL SITE PREPARATION				\$35,300.00
2. EARTHWORK						
	MASS GRADING					
	MASS GRADING	GRADING ALL RIDING AREAS, TRAILS, ALIGNMENTS ETC. TO A BASE LEVEL GRADE. MASS GRADING INCLUDES IMPORTING FILL MATERIAL TO BUILD UP AREAS REQUIRED FOR TRAIL ALIGNMENTS, ETC.	0	SF	\$0.50	\$0.00
	MASS GRADING SOIL IMPORT		5,000	CY	\$35.00	\$175,000.00
		<i>Subtotal</i>				\$175,000.00
	FINE GRADING EROSION CONTROL	INSTALLATION OF MINOR EROSION CONTROL ELEMENTS PER ZONE-SUCH AS DRAINS, SUMPS, BIOSWALE, BIOINFILTRATION SWALE, ARMORED OUTFALLS, ETC.				
		BIOSWALES				
		NON-ITEMIZED ESTIMATE	1	ALLOW	\$20,000.00	\$20,000.00
		<i>Subtotal</i>				\$20,000.00
		TOTAL EARTHWORK				\$195,000.00
3. GENERAL SITE IMPROVEMENTS						
	FENCING					
		VINYL CLAD CHAIN LINK FENCING	3,550	LF	\$25.00	\$88,750.00
		CHAIN LINK SWING GATE - MAINTENANCE/PEDESTRIAN	6	EA	\$700.00	\$4,200.00
		<i>Subtotal</i>				\$92,950.00
	IRRIGATION					
		WATER COUPLER MAINTENANCE STATIONS: HOSE REEL, BRASS NOZZLE, 100' 1" HOSE	20	EA	\$350.00	\$7,000.00
		2" MAIN LINE	1,100	LF	\$9.00	\$9,900.00
		1" LATERAL LINE	3,000	LF	\$5.00	\$15,000.00

		SHUT OFF VALVES, FIXTURES, POINT OF CONNECTION	1	LS	\$2,000.00	\$2,000.00
		Subtotal				\$33,900.00
	SITE FURNISHINGS					
		BIKE RACKS	2	EA	\$1,200.00	\$2,400.00
		PICNIC TABLES	1	EA	\$1,500.00	\$1,500.00
		BENCHES	4	EA	\$1,000.00	\$4,000.00
		TRASH & RECYCLE RECEPTACLES	1	EA	\$1,400.00	\$1,400.00
		SIGNAGE				
		ENTRANCE SIGN	6	EA	\$2,000.00	\$12,000.00
		PARK MAP SIGN	1	LS	\$1,200.00	\$1,200.00
		ZONE SIGN	7	EA	\$900.00	\$6,300.00
		TRAIL SIGN	10	LS	\$250.00	\$2,500.00
		REGULATORY SIGNAGE	6	LS	\$250.00	\$1,500.00
		WAYFINDING SIGNAGE	7	EA	\$250.00	\$1,750.00
		DIFFICULTY RATING SIGNAGE	22	EA	\$60.00	\$1,320.00
		Subtotal				\$37,70.00
	BIKE PARK STAGING AREA					
		DRINKING FOUNTAIN	1	EA	\$4,500.00	\$4,500.00
		BIKE FIXIT STATION	1	EA	\$3,000.00	\$3,000.00
		BENCHES	1	EA	\$1,000.00	\$1,000.00
		TRASH & RECYCLE RECEPTACLES	1	EA	\$1,400.00	\$1,400.00
		PICNIC TABLES	1	EA	\$1,500.00	\$1,500.00
		BIKE RACKS	1	EA	\$1,200.00	\$1,200.00
		10' STORAGE CONTAINER	1	EA	\$2,500.00	\$2,500.00
		Subtotal				\$15,100.00
	BIKE PARK MAINTENANCE AREA					
		DRINKING FOUNTAIN	1	EA	\$4,500.00	\$4,500.00
		10' STORAGE CONTAINER	1	EA	\$2,500.00	\$2,500.00
		BIKE PARK MAINTENANCE TOOLS AND EQUIPMENT	1	LS	\$5,000.00	\$5,000.00
		BENCHES	1	EA	\$1,000.00	\$1,000.00
		TRASH & RECYCLE RECEPTACLES	1	EA	\$1,400.00	\$1,400.00
		PICNIC TABLES	1	EA	\$1,500.00	\$1,500.00
		BIKE RACKS	1	EA	\$1,200.00	\$1,200.00
		Subtotal				\$17,100.00
	LANDSCAPE		1	ALLOW	\$25,000.00	\$25,000.00
		FINE GRADING & AMENDMENTS		SF	\$0.20	\$0.00
		SOD - NATIVE GRASSES		SF	\$0.50	\$0.00
		EROSION CONTROL HYDROSEED		SF	\$0.08	\$0.00
		TREES - 24" BOX		EA	\$650.00	\$0.00
		SHRUBS - MIN 36"		EA	\$35.00	\$0.00
		30-DAY MAINENANCE		SF	\$0.08	\$0.00
		BOULDERS FOR MISC. GATEWAYS		EA	\$100.00	\$0.00
		Subtotal				\$25,000.00
		TOTAL GENERAL SITE IMPROVEMENTS				\$221,720.00
4. EARTHWORK AND RIDING ELEMENT IMPROVEMENTS						
	KIDS TRACK		1	ALLOW	100,000	\$100,00.00
		Subtotal				\$100,000.00
	SKILLS PARK		1	ALLOW	\$90,000	\$90,000.00
		Subtotal				\$90,000.00
	PUMP TRACK		1	ALLOW	\$300,000	\$300,000.00
		Subtotal				\$300,000.00
	JUMP PARK		1	ALLOW	\$150,000	\$150,000.00
		Subtotal				\$150,000.00

	PERIMETER TRAIL	<i>Subtotal</i>	1	ALLOW	\$30,000	\$30,000.00
						\$30,000.00
	SERVICE TRAILS		1	ALLOW	\$20,000	\$20,000.00
		<i>Subtotal</i>				\$20,000.00
		TOTAL BIKE PARK RIDING ELEMENT SITE IMPROVEMENTS				\$690,000
SUBTOTAL ESTIMATED CONSTRUCTION COSTS						\$1,142,050
TOTAL CONSTRUCTION COSTS						\$1,142,050.00
DESIGN CONSULTANT FEES (10%)		CONSTRUCTION DOCUMENTS, ETC				\$114,205
GRAND TOTAL PROJECT COST						\$1,256,255.4
ITEM	ACTIVITY TYPE	SPECIFIC TASK DESCRIPTION	QUANTITY	UNIT	UNIT COST	RETAIL VALUE TOTAL
MAINTENANCE PROGRAM OPTIONS						
OPTION NO 1	VOLUNTEER MAINTENANCE PROGRAM	VOLUNTEER MAINTENANCE PROGRAM MANAGED BY OWNER				
		VOLUNTEER LABOR	676	EA	\$10.00	\$6,760.00
		STAFF LABOR	676	EA	\$40.00	\$27,040.00
		CONTRACTOR	0	EA	\$10.00	\$0.00
		TOTAL: OPTION NO 1				\$27,040.00
OPTION NO 2	CONTRACTOR MAINTENANCE PROGRAM	CONTRACTOR MAINTENANCE PROGRAM MANAGED BY DISTRICT				
		VOLUNTEER LABOR	0	EA	\$10.00	\$0.00
		STAFF LABOR	676	EA	\$40.00	\$27,040.00
		CONTRACTOR	52	EA	\$110.00	\$5,720.00
		TOTAL: OPTION NO 2				\$32,760.00
OPTION NO 3	STAFF MAINTENANCE PROGRAM	STAFF MAINTENANCE PROGRAM				
		VOLUNTEER LABOR	676	EA	\$10.00	\$6,760.00
		STAFF LABOR	676	EA	\$40.00	\$27,040.00
		CONTRACTOR	52	EA	\$60.00	\$3,120.00
		TOTAL: OPTION NO 3				\$30,160.00
OPTION NO 4	HYBRID CONTRACTOR/STAFF MAINTENANCE PROGRAM	STAFF MAINTENANCE PROGRAM WITH CONTRACTOR TRAINING AND OVERSIGHT				
		VOLUNTEER LABOR	676	EA	\$10.00	\$6,760.00
		STAFF LABOR	676	EA	\$40.00	\$27,040.00
		CONTRACTOR	676	EA	\$10.00	\$6,760.00
		TOTAL: OPTION NO 4				\$40,560.00

Attachment 5: Project Timeline

PROJECT: OYSTER BAY BIKE PARK**Preliminary Project Timeline**

Client: East Bay Regional Park District

Prepared by: Action Sports Construction

Date: July, 2021

PHASE	TASK NO.	TASK DESCRIPTION	MONTHS
Feasibility	1	Project Re-Initiation	7 Months
		Feasibility Study Submitted	
		Client Approval of Project and Budget	
		Design Consultant Contracting	
Design	2	Project Marketing	1 Month
		Project Branding, Logo Design	
		Project Based Website	
		T-shirt Design	
		Sticker Design	
Design	3	Community Design Development	1 Month
Design	4	Master Planning	2 Months
		50% Draft Plans	
		Client Review and Comments	
		100% Final Plans	
		Client Approval of Master Plan	
Design	5	Environmental Clearance/Permitting	0 Months
		Environmental Compliance Documents (e.g. Initial Study)	
		Regulatory Agency Consultation	
		Submit Permits	
		Permits Issued	
Design	6	Design Development	3 Months
		50% Construction Document Plans, Specifications, Cost Estimate	
		Client Review and Comments	
		90% / 100% Construction Document Plans, Specifications, Cost Estimate	
		Approval of Plans	
Construction	7	Construction Bidding	2 Months
		Construction Contractor Bidding Documents	
		Contractor RFP	
		Contractor Selection	
		Contractor Award	
Construction	8	Construction	4 Months
		Initiate Construction	
		Staff and Volunteer Builder Trainings, Ongoing Construction Activities	
		Complete Construction	
Operations	9	Operational Establishment Period	1 Month
Operations	10	Grand Opening	
		Total Project Timeline	20 Months

**Attachment 6: Bike Park Usage, Visitation, Economic Impact,
Capital and Operational Revenue**

PROJECT: OYSTER BAY BIKE PARK

Bike Park Projected Usage, Visitation, Economic Impact, Capital and Operational Revenue

Client: East Bay Regional Park District

Prepared by: Hilride Progression Development Group

Date: June 7, 2016

USAGE

PROJECTED NUMBER OF BIKE PARK PARTICIPANTS

POPULATION AREA	SIZE OF POPULATION* (*US CENSUS)	NUMBER OF BMX PARTICIPANTS: .8%* (*2013 OUTDOOR INDUSTRY ASSOCIATION)	NUMBER OF MTB PARTICIPANTS: 2.7%* (*2013 OUTDOOR INDUSTRY ASSOCIATION)	TOTAL OFF ROAD BIKING PARTICIPANTS (COMBINED BMX AND MTB): 3.6%* (*2014 OUTDOOR INDUSTRY ASSOCIATION)	PERCENT OF TOTAL PARTICIPANTS PROJECTED TO VISIT BIKE PARK* (ESTIMATED BY HILRIDE)	TOTAL PARTICIPANTS PROJECTED TO VISIT PARK* (ESTIMATED BY HILRIDE)		
LOCAL (CITY of San Leandro) POPULATION	89,000	712	2,403	3,204	50%	1,602	UNIQUE LOCAL VISITOR	
REGIONAL (COUNTY) POPULATION *not including local population	1,610,000	12,880	43,470	57,960	10%	5,796	UNIQUE REGIONAL VISITOR	
DESTINATION POPULATION* (4-HOUR DRIVE RADIUS) *not including local or regional population	5,950,000	47,600	160,650	214,200	2%	4,284	UNIQUE DESTINATION VISITOR	
TOTAL	7,649,000	61,192	206,523	275,364		11,682	TOTAL UNIQUE VISITORS	

PROJECTED BIKE PARK PARTICIPANT PROFILE

	AGE RANGE OF PARTICIPANTS (*2013 OUTDOOR INDUSTRY ASSOCIATION)	AVERAGE AGE OF PARTICIPANTS	% MALE	% FEMALE				
BMX PROFILE	6 - 24*	15	95%	5%				
MTB PROFILE	12 - 68	40	65%	35%				

VISITATION

PROJECTED VISITATION: ANNUAL

	LOCAL VISITOR	REGIONAL VISITOR	DESTINATION VISITOR	OVERNIGHT DESTINATION VISITOR	TOTAL			
HOURS PER VISIT	1-4 HOURS PER VISIT	2-4 HOURS PER VISIT	2-4 HOURS PER VISIT	12-16 HOURS PER VISIT				
AVERAGE FREQUENCY OF VISITS	1 VISIT PER MONTH	3 VISITS PER YEAR	1 VISIT PER YEAR	1 VISIT PER YEAR				
TOTAL VISITS PER YEAR (*ASSUMES 3-MONTHS SEASONAL CLOSURE)	9	3	1	1				
TOTAL NUMBER OF UNIQUE VISITORS (BASED ON PROJECTED PARTICIPANTS)	1,602	5,796	4,070	214	11,682	TOTAL UNIQUE VISITORS		
TOTAL VISITS PER YEAR	14,418	17,388	4,070	214	36,090	TOTAL VISITS PER YEAR		
PERCENT OF OVERALL VISITS	40%	48%	11%	0.59%				

PROJECTED VISITATION: SEASONAL, MONTHLY, WEEKLY

	WINTER	SPRING	SUMMER	FALL	TOTAL AVERAGE			
PERCENT OF OVERALL ANNUAL VISITATION	10%	20%	50%	20%				
TOTAL VISITS PER SEASON*	3,609	7,218	18,045	7,218	9,023			
TOTAL VISITS PER MONTH*	902	1,805	4,511	1,805	2,256			
TOTAL VISITS PER WEEK*	226	451	1,128	451	564			

*Based on total visits per year estimate

PROJECTED VISITATION: DAILY								
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL PER WEEK
PERCENT OF OVERALL WEEKLY VISITATION	5%	5%	5%	5%	10%	35%	35%	100%
TOTAL VISITS PER DAY: WINTER	11	11	11	11	23	79	79	226
TOTAL VISITS PER DAY: SPRING	23	23	23	23	45	158	158	451
TOTAL VISITS PER DAY: SUMMER	56	56	56	56	113	395	395	1,128
TOTAL VISITS PER DAY: FALL	23	23	23	23	45	158	158	451
AVERAGE PER DAY	28	28	28	28	56	197	197	
AVERAGE PEAK SEASON (SUMMER) PER WEEKDAY	68							
AVERAGE PER PEAK SEASON (SUMMER) WEEKEND	395							

ECONOMIC IMPACT								
ECONOMIC IMPACT BASED ON VISITATION								
		LOCAL RIDER VISIT	REGIONAL RIDER VISIT	DESTINATION RIDER VISIT	OVERNIGHT DESTINATION VISIT			
CATEGORY OF EXPENSE	VALUE OF GOODS AND SERVICES	FOOD, GAS, BIKE	FOOD, GAS, BIKE	FOOD, GAS, BIKE	FOOD, GAS, BIKE, LODGING	TOTAL		
TOTAL VISITS PER YEAR		14,418	17,388	4,070	214	36,090		
MEALS (10 PER MEAL) PER VISIT	10	5%	25%	50%	75%	72,635		
LODGING (50 PER NIGHT) PER VISIT	50	0%	0%	0%	75%	8,033		
FUEL (BASED ON DRIVE RADIUS)	4	2	5.0	10	20	160,758		
BIKE EQUIPMENT, RENTAL, MERCHANDISE (5 OF BIKE EXPENSES) PER VISIT	5	5%	10%	15%	20%	15,565	TOTAL NUMBER OF VISITS	AVERAGE PER VISIT
TOTAL ECONOMIC IMPACT PER YEAR		39,650	139,104	64,099	14,137	256,990	36,090	7
AVERAGE ECONOMIC IMPACT PER VISIT		3	8	16	66			

OPERATIONAL REVENUE							
ANNUAL REVENUE: GRASSROOTS DONATIONS							
	GRASSROOTS DONATION	MAJOR DONORS					TOTAL
VALUE OF DONATION	5	50					
% OF TOTAL VISITS	1%	0.1%					
TOTAL PARK DONATIONS	1,805	902					2,707
ANNUAL REVENUE: GRANTS							
	MAJOR GRANT	LARGE GRANT	MEDIUM GRANT	SMALL GRANT	MINI GRANT		TOTAL
VALUE OF GRANTS	150,000	50,000	10,000	5,000	1,000		
QUANTITY OF GRANTS	0	0	0	1	5		
TOTAL PARK GRANTS	0	0	0	5,000	5,000		10,000
ANNUAL REVENUE: SPONSORSHIPS							
	TITLE SPONSOR	LEVEL 1 SPONSOR	LEVEL 2 SPONSOR	LEVEL 3 SPONSOR	LEVEL 4 SPONSOR		TOTAL
VALUE OF SPONSORSHIP	10,000	5,000	2,500	1,000	500		
NUMBER OF SPONSORS	0	0	2	5	0		7
TOTAL SPONSORSHIPS	0	0	5,000	5,000	0		10,000
ANNUAL REVENUE: EVENT PERMITTING							
	NATIONAL EVENT	REGIONAL LARGE EVENT	REGIONAL SMALL EVENT	LOCAL LARGE EVENT	LOCAL SMALL EVENT	PRIVATE SMALL EVENT	TOTAL
EVENT TYPE	ELITE VE RACING: NATIONAL /STATE CHAMPIONSHIP RACE EVENT	FESTIVA : RACING, COMPETITIONS, DEMOS, ETC	12 AND 24 HOUR RACE FORMATS	XC RACES, TERRAIN PAR COMPETITIONS	TWIGHT XC RACE SERIES, TERRAIN PAR COMPETITIONS	CAMPS, C INICS, DEMOS	
EVENT PARTICIPANTS	2,000	1,500	1,000	200	100	25	
NUMBER OF EVENTS	0	0	0	1	1	10	12
TOTAL PARTICIPANTS	0	0	0	200	100	250	550
PER VISITOR EVENT VENUE PERMITTING FEE	5	5	3.5	3.5	2.5	2.5	
TOTAL DIRECT REVENUE FROM PERMITTING FEES	0	0	0	700	250	625	1,575
ANNUAL REVENUE: MERCHANDISE							
	BIKE STICKER	CAR STICKER	T-SHIRTS	HAT	BELL	JERSEY	TOTAL
VALUE OF MERCHANDISE (AFTER COST)	1	3	5	7	9	18	
NUMBER SOLD	200	0	60	0	0	0	
TOTAL PARK MERCHANDISE	200	0	300	0	0	0	500
ANNUAL REVENUE: PARKING/GATE FEES							
	LOCAL RIDER VISIT	REGIONAL RIDER VISIT	DESTINATION RIDER VISIT	OVERNIGHT DESTINATION VISIT			TOTAL
TOTAL VISITS PER YEAR	14,418	17,388	4,070	214			36,090
PARKING/GATE FEES PER VISIT	0	0	0	0			
RIDERS PER VEHICLE	2.20	2.20	2.20	2.20			
TOTAL ECONOMIC IMPACT PER YEAR	0	0	0	0			0
SUMMARY: TOTAL ANNUAL OPERATIONAL REVENUE ALL SOURCES							
REVENUE: GRASSROOTS DONATIONS	2,707						
REVENUE: GRANTS	10,000						
REVENUE: SPONSORSHIPS	10,000						
REVENUE: EVENT PERMITTING	1,575						
REVENUE: MERCHANDISE	500						
REVENUE: PARKING/GATE FEES	0						
TOTAL REVENUE ALL SOURCES	24,782						

Attachment 8: Bike Park Comparison Table

Bike Park Comparison Table

	Stafford Lake Bike Park	Truckee Bike Park	Lake Cunningham Action Sports Park	Pleasanton BMX Park	Joaquin Miller Pump Track
Owner/Operator	Marin County	Truckee-Donner Recreation & Park District/Bikers for a Better World (non-profit)	City of San Jose Parks and Recreation	City of Pleasanton	Oakland
Description	County park	Expansive non-profit driven. Supported by local municipalities (Parks and Rec/Utility District, regional airport)	The larger "Action Sports Park" includes a bike park built in 2016 as one fee based amenity found in the larger city park	Dirt only bike park adjacent to Shadow Cliffs Regional Rec Area	Modest volunteer built dirt pump track in Oakland City park
Acreage	17 acres	14 acres	8.5 acres	2.5 acres	1 acre
Trail Types	Duel slalom track, learn to ride pump track, kids flow trail, skills perimeter trail, skill progression zone, skills loops	Duel slalom track, beginner and advanced pump tracks, dirt jump zone, slopestyle zone, skills trial, drop zone	Duel slalom track, beginner and advanced pump tracks, dirt jump zone, slopestyle zone, skills trail, drop zone	Dirt berms, table tops, and jump lines, duel slalom	Dirt pump track
Materials	Wood, rock, asphalt and dirt features	Wood, rock and dirt features	Wood, rock and dirt features	Dirt	Dirt
Operator	Marin County	Non-Profit with Municipal support	City of San Jose Parks and Recreation, 1 full time employee, one part time employee	1 city employee @6 hours/week, 1 full time volunteer for remainder	BTCEB
Builder	Marin County	Contractors and Volunteers	Action Sports Construction Designed and built the park	BTECB	BTCEB
Entrance Fee?	No	No	Annual Membership (\$149), General Admission Day Pass (\$10), Parking fee (\$6/day or \$40/year)	No	No
Daily Hours	Daily 7am to 8pm depending on time of year	Sunrise to Sunset	Wed - Fri: 3 p.m. – 7 p.m. Sat & Sun: 9 a.m. – 7p.m.	Sunrise to sunset	Sunrise to sunset
Budget	County General Fund	City General Fund	Non-personnel = ~\$228k (rec) + ~\$2k (maintenance) Personnel = ~\$325k (FT) + ~\$164k (PT) + ~\$241k (fringe) = \$731k/Yr	No dedicated budget. Limited support from general fund	Unknown
Volunteers?	Yes	Yes	No	Yes	Yes
Seasonal Closure?	Yes, wet conditions close the park	Yes, snows over winter	No, rain/weather closures	No, rain/weather closures	No
Dedicated Parking?	Yes	Yes	Yes. \$6 daily parking with 204 spots, 7 handicap spaces	Yes	No, on street only
Programming?	Yes, reservations available	Yes, including competitions	Yes, summer camps, equipment rentals	No	No