

BMX Go Forward Strategy

Date:	September 22, 2009
To:	Community Development and Recreation Committee
From:	General Manager, Parks, Forestry and Recreation
Wards:	All
Reference Number:	

SUMMARY

This report presents a Toronto BMX Go Forward Strategy that, in part, sets out a number of principles and strategic actions that would help make Toronto an improved cycling community for BMX, as well as other types of off-road cyclists. The strategic actions (see Attachment #1) aim to create an environment that helps to mitigate some of the concerns of the local off-road cycling community.

An integrated network of on and off-road recreational cycling facilities and trails would benefit a wide range of users of the City's parks and trails systems, including local and visiting cyclists, skateboarders and hikers.

The City manages the wooden ramps at Wallace-Emerson Park, which are on loan from Toronto BMX, and also manages the dirt jumps at this and the Bayview Arena site. This report identifies current operations and maintenance that occurs at the City's two existing BMX sites, as well as sets out additional basic operations and maintenance practices that should be considered for these facilities in the future.

RECOMMENDATIONS

The General Manager, Parks, Forestry and Recreation recommends that:

1. City Council endorse, in principle, the BMX Go Forward Strategy as set out in this report and its Attachment #1, subject to the successful securing of any financial resources required for its implementation; and

2. City Council receive for information, the maintenance practices identified as presently being undertaken at the City's two existing BMX sites set out in this report and its Attachment #4.

Implementation Points

This report sets out a number of strategic actions that are aimed at enhancing the off-road cycling opportunities and experiences within Toronto by:

- improving the condition of the City's three existing BMX facilities at its two sites;
- supporting the establishment of additional high-quality outdoor BMX facilities, as well as giving consideration for providing indoor BMX-related facilities;
- developing a trails management strategy for river valleys and parks where hot spots of unauthorized off-road cycling are observed;
- pursuing partnerships where appropriate, including with other service providers;
- educating users through various programs on how to ride safely and construct sustainable trails; and
- engaging groups of users who typically have had low rates of participation (e.g. female users).

Any financial requirements resulting from the above noted actions will need to be considered in conjunction with Parks, Forestry and Recreation's (10 year) Capital and (Annual) Operating budget processes.

Implementation of any applicable off-road cycling initiatives will be coordinated with pertinent aspects of the "Toronto Bike Plan" (TBP) and managed to ensure synchronicity between on and off-road plans and policies. In addition the Division will consult the Toronto Cycling Advisory Committee.

Parks, Forestry and Recreation is aware of the challenges of off-road cycling. The specific roles that the City, hired professionals, volunteers, and riders play in providing and maintaining facilities and operating programs are yet to be determined, but in general, Community Recreation will initiate and help develop safe, cost-effective, and inclusive recreational cycling programs in partnership with Parks and Urban Forestry and other stakeholders to maintain and develop sites.

Financial Impact

Funds in the amount of \$200,000 have been requested in the Parks, Forestry and Recreation 2010 Capital Budget submission for the replacement of the existing Wallace-Emerson wood freestyle ramps with more durable and weather resilient modular components.

Also, depending on the extent to which modifications to either of the two existing City BMX sites are pursued, respecting their design, maintenance or programming, as

suggested in this report, funding (in the range of \$20,000 - \$30,000) will need to be accommodated within future Parks, Forestry and Recreation budgets.

Where any of the Strategic Actions identified in Attachment #1 rely on funding, the implementation of such actions will be subject to the successful securing of the necessary financial resources to do so.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its November 14, 2008 meeting, the Community Development and Recreation Committee requested the General Manager, Parks, Forestry and Recreation to report back on maintenance standards for the two existing City BMX sites and to prepare a Go Forward Strategy for BMX facilities for Toronto (refer to following link).

<http://www.toronto.ca/legdocs/mmis/2008/cd/bgrd/backgroundfile-17234.pdf>

ISSUE BACKGROUND

The BMX Go Forward Strategy (Strategy) builds on a number of the directions established by the 2004 Council adopted Parks, Forestry and Recreation Strategic Plan document, entitled “Our Common Grounds” and is aligned with its three primary goals aimed at enhancing the quality of life in the City, being:

1. environmental stewardship;
2. development of children and youth; and
3. promotion of lifelong activity for everyone.

The development of this report follows discussions with interest groups, Councillors and review of other municipal approaches. Executive members of a number of relevant sports organizations, such as the Ontario Cycling Association (OCA) and off-road cycling associations such as Toronto Off-Road Bicycling Association (TORBA), International Mountain Bicycling Association (IMBA) and Toronto BMX (TOBMX), were also consulted.

Information was also gathered from cyclists at Wallace-Emerson Park and those attending the 2009 Toronto International Bike Show.

Surveys of skateboarders and off-road cyclists that were conducted in 2003 and 2008 respectively, as well as mapping of off-road cycling activity undertaken in 2008, helped to provide a better understanding of local riders and how they use existing City parks, facilities and trails.

COMMENTS

Scope

This report differs in its description of BMX and its development in Toronto from the previous report to the Committee (November 14, 2008) in that its scope has been expanded to include other stakeholders engaged in other forms of off-road cycling. BMX cycling, in its many forms, is but one of two main types of off-road cycling, the other being mountain biking (MTB).

Non-Cyclists and Shared Facilities

Although the primary focus of the Strategy is to address concerns and needs of BMX riders, it must also acknowledge some of the needs of MTB and other sport enthusiasts such as skateboarders and in-line skaters who use wheeled equipment, as many of them share the same facilities, as evidenced by the following:

- **Dirt jumps** are used by BMX racers as well as by MTB riders;
- **Skateparks** are designed for skateboarders, but many are often used by both BMX and MTB riders, as well as by inline skaters;
- **Trails** are used by Cross-country MTB and Cyclo-cross riders; and
- **Skills parks** and **Trials** areas have been designed for use by BMX and Freestyle and Dirt Jumping MTB riders.

Attachment #2, “Table of Various Forms and Features of BMX and MTB,” has been provided to describe the primary forms of BMX and MTB and the features required for each type of off-road cycling.

Trends

The development of BMX cycling in Toronto is part of a larger trend that has spread around the world, well beyond its origins on the west coast of North America which now has a wealth of facilities and large number of recreational and competition level cyclists.

According to the Ontario Cycling Association, as well as other organizations and groups who are engaged in the activity, both BMX and MTB are growing in popularity among those who prefer individual recreational activities and want to develop their stamina and technical skills (e.g., balance and co-ordination) or to simply enjoy cycling in a natural or urban setting.

As a sport or recreational activity, off-road cycling offers users a wide choice of options, from the size of tires and type of frames, to the surfaces on which to ride, including concrete, asphalt, various man-made and manufactured obstacles, dirt jumps or more natural hillside trails.

Some off-road cyclists experience many different features in a single race, such as those who participate in Cyclo-cross, which, in 1996, became the first form of MTB accepted as an Olympic sport. Others prefer racing BMX bikes on a dirt track similar to the one in

Beijing, where in 2008 BMX racing was recognized as an Olympic sport for the first time.

Others prefer to ride, without the pressure of competition, over a series of dirt mounds on what is known as a pump track, which allows one to ride without pedalling, or to do tricks while balancing themselves skilfully on pegs attached to the axles of their wheels.

Local Activity

In Toronto many of the estimated 100,000 off-road cyclists (according to IMBA) are limited by the number and quality of City BMX sites, regardless of the type of riding they prefer or skill level they have attained. This has resulted in avid riders:

- competing to use many of the City's recently constructed permanent outdoor skateboard parks, as well as other urban features (natural and man-made);
- proposing or, in some cases, actually constructing make-shift sites that, in the absence of a Strategy, are not able to meet any criteria for a more suitable facility;
- constructing unauthorized trails and introducing features that negatively impact parks and natural areas (a number of "hotspots" e.g. Crothers' Woods);
- donating time, labour and materials to help create the existing City BMX facilities during the past several years; or
- being disappointed because wood ramps at Wallace-Emerson are periodically closed for repairs.

Maintenance and Operations Standards for BMX Facilities

Understanding how the City operates its existing facilities will help establish standards to guide development of future city-owned BMX/MTB/off-road cycling facilities within Toronto.

The basic level of maintenance required for the City's two BMX/MTB sites is described below and includes information regarding the services to be provided by which Parks, Forestry and Recreation Branch, and the frequency of such service.

Regardless of the type of cycling facility or the programming they may offer, maintenance and operations standards at such facilities should provide for:

- regular litter removal;
- general maintenance of free style ramps, dirt tracks, trails, concrete bowls and various obstacles; and
- maintenance of site landscaping (aesthetic, functional) for outdoor facilities.

Current Maintenance and Operations Practices at the City's Two Existing BMX Sites

Presently there are two types of City facilities within Toronto - dirt jumps and freestyle BMX at Wallace-Emerson Park, and dirt jumps at Bayview Arena. Each are maintained

differently during the 5-month riding season, generally as set out below and in Attachment #4: Maintenance at the City of Toronto's Two BMX Sites.

Wallace-Emerson Park

The existing maintenance and operation of the dirt and freestyle BMX facilities at Wallace-Emerson have been found to be generally satisfactory by staff and users.

The Wallace-Emerson Freestyle BMX Park was loaned to the City of Toronto by Toronto BMX, without cost, for a number of reasons:

- to improve the visibility of BMX riding to the general public;
- to increase participation in the sport;
- to provide a training facility for riders involved with the sport; and
- to demonstrate the need for a permanent BMX facility.

Approximately \$11,000 was provided in the Parks, Forestry and Recreation 2009 Operating budget. This included allowance for landscaping of the earth berms associated with the dirt track and the hiring of two part-time Parks, Forestry and Recreation staff to organize and operate introductory classes in BMX riding. They also helped to maintain the safety and integrity of the dirt and freestyle courses, perform repairs and adjustments as required, and maintain the bicycles used for the programs.

Since 2007 part-time Community Recreation staff at Wallace-Emerson have maintained the facilities with materials and tools and assistance provided by Toronto BMX members, and operated the BMX camps with 20 bikes purchased by Community Recreation for use by participants enrolled in the summer BMX programs. Sessions were very well attended by over 1,000 children and youth in 2008. In 2009, despite the City labour disruption, 250 children received similar instruction, and drop-in numbers were even higher.

Options to Improve Wallace-Emerson Park BMX Facilities

The existing Wallace-Emerson freestyle wood ramps have proven themselves to be a viable and important community recreation facility and are proposed to be replaced with more durable and weather resilient modular components. An amount of \$200,000 for this has been requested in the 2010 Parks, Forestry and Recreation Capital Budget submission.

Bayview Arena

The existing maintenance and operation of the dirt facility at Bayview Arena has been found to be unsatisfactory by users. This is primarily due to staff being deployed to maintain the surrounding park and arena and lacking the expertise to give the BMX track the attention it requires.

There is insufficient signage to attract riders from the street to the site and no programming staff to oversee the facility after business hours. The three Parks Flying Squad staff visit weekly, spend 4-5 hours per visit to maintain turf, undertake general maintenance and remove litter in the whole park, but only attend to the track once a

month. Volunteers have, in the past, provided material, labour and tools to maintain the track.

Options to Improve the Bayview Arena BMX Facility

Option 1

To provide a level of maintenance that would be sufficient to satisfy the basic needs of BMX riders and ensure more efficient use of the dirt track at Bayview Arena requires minor alterations to the facility, as well as to the number and type of City staff who visit the site for maintenance and operations purposes. See Attachment #4: Options and Estimated Costs to Improve, Maintain and Operate the City of Toronto's Two BMX Sites.

Funding of the additional staffing requirements should be considered for future operating budgets for this facility.

Option 2

A second option to promote and improve the performance of the Bayview Arena BMX facility would be to consider converting it to a Skills Park for use by MTB and BMX riders. This would only require minor changes to the facility, as well as to the number and type of staff required to visit the site for maintenance purposes.

Option 2 should only be considered if Option 1 proves to be ineffective at improving the site or increasing the number of users to it.

See Attachment #4: Options and Estimated Costs to Improve, Maintain and Operate the City of Toronto's Two BMX Sites.

Toronto's Potential

Toronto has a physical and social environment that could be more conducive to creating an integrated off-road cycling network similar to that envisioned in the *Toronto Bike Plan* (TBP) and reaffirmed by this Strategy. A diverse topography comprised of man-made hills, natural ravines and other features, plus existing on and off-road trails built in accordance with the TBP or using proven, sustainable trail building techniques, such as those developed by IMBA, could provide residents with a welcome alternative to that offered by Toronto's street grid.

A Natural Environment Trails Committee comprised of Parks, Forestry and Recreation and Toronto and Region Conservation Authority staff, in consultation with other City Divisions and stakeholders has recently been initiated to develop and implement a Natural Environment Trails Program for the responsible management of parkland assets. It will address issues such as natural trails use, mountain biking, and stewardship and will overlap with and support the objectives of this BMX Strategy.

POTENTIAL CANDIDATE SITES FOR IMPROVED OR NEW FACILITIES

- Existing Skateparks
- Existing BMX Facilities
- City Parks
- Park Trails
- Ski Hills
- Underutilized Buildings
- Community Centres
- Arenas
- Parking Lots
- School Yards
- Hydro Corridors
- Surplus Public Buildings

Vision

The Strategy shares a similar vision to that of the “Toronto Bike Plan,” which strives to create a safe, comfortable and bicycle friendly environment in Toronto, encouraging people of all ages to use bicycles for recreation and enjoyment.

To achieve this vision the City should:

- better understand the needs of BMX and MTB riders and harness the enthusiasm of the off-road cycling community to help manage the pressures facing natural areas;
- deliver a variety of high-quality off-road cycling facilities that riders find both enjoyable and challenging; and
- offer appropriate programs in partnership with other organizations to educate new riders on the safe use of BMX or related facilities and help develop the skills of existing riders.

VISION
<i>A safe, comfortable and bicycle friendly environment in Toronto, which encourages people of all ages to use bicycles for off-road cycling as part of their everyday recreation and enjoyment.</i>
STRATEGIC ACTIONS
<ul style="list-style-type: none"> • Understand Off-Road Cyclists Needs • Improve and Promote Existing Facilities • Provide Additional Off-Road Cycling Facilities • Expand Off-Road Cycling Programs

Objective of Strategy

The BMX Go Forward Strategy will adopt the principles of shared-use, safety and quality, similar to the principles of the “Toronto Walking Strategy” (<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-20700.pdf>) which will help to lead key providers of off-road cycling towards achieving this vision. It incorporates a number of strategic actions similar to those stated in Vancouver’s Skateboard Strategy, those being: acknowledging off-road cycling as a recreational activity that warrants the City’s attention; providing a framework for guiding capital and operating expenditures; and establishing criteria to identify and assess candidate sites for new off-road cycling facilities.

CONCLUSION

The benefits of these actions have the potential of going beyond the satisfaction and welfare of off-road cyclists to also include many other residents of Toronto as well.

Such ancillary benefits include:

- **Improving** the calibre of local athletes with the creation of improved beginner and neighbourhood level facilities as suggested by the Toronto Sports Council in its 2005 report, “A Sport Framework for the City of Toronto”;
- **Promoting** the local off-road cycling culture and the industries that cater to it as Vancouver has done with its large number of sites, top-ranked amateur and professional riders, internationally renowned skills park and skatepark design firms, retailers, distributors and manufacturers;
- **Boosting** Toronto’s tourist industry by attracting extreme action sports events or amateur cycling events at the regional, provincial and national levels; or assisting with those currently in existence; and
- **Connecting** Toronto with its river valleys and hydro corridors to the Bruce Trail, nearby conservation areas and surrounding regions such as the counties that ring Georgian Bay (Bruce, Grey and Simcoe) that are developing and marketing high-quality off-road cycling infrastructure by harnessing the resources of local municipalities, conservation authorities and the private sector.

CONTACT

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ATTACHMENTS

Attachment #1: Toronto BMX Go Forward Strategy ~ Principles & Strategic Actions

Attachment #2: Table of Various Forms and Features of BMX and MTB

Attachment #3: Map of Toronto Skateboard and BMX Facilities

Attachment #4: Maintenance at the City of Toronto’s Two BMX Sites; & Options and Estimated Costs to Improve, Maintain and Operate the City of Toronto’s Two BMX Sites

TORONTO BMX GO FORWARD STRATEGY
Principles and Strategic Actions*

*Note: Where any of the following Strategic Actions rely on funding, such actions will be subject to the successful securing of the necessary financial resources.

UNDERSTAND THE NEEDS OF OFF-ROAD CYCLISTS
<p>ENGAGE THE COMMUNITY</p> <ul style="list-style-type: none"> Consult with the off-road cycling community through the Toronto Cycling Advisory Committee, trail building workshops, events, websites or other forums to determine needs, quantify support and identify focus areas in the City for potential new facilities.
<p>ACKNOWLEDGE BMX/MTB RIDER'S NEEDS</p> <ul style="list-style-type: none"> Acknowledge that the many types of BMX/MTB riders require a variety of sites and terrain to challenge them and to develop the technical or riding skills they seek.
<p>ACKNOWLEDGE EXISTING USE OF SKATEPARKS</p> <ul style="list-style-type: none"> Acknowledge that many local BMX/MTB riders use City-owned skateparks.
<p>MAINTAIN SHARED-USE FACILITIES</p> <ul style="list-style-type: none"> Pursue the successful operation of the City-owned facilities used by BMX/MTB riders by allowing for the existing skateparks to be generally operated as unsupervised, self-regulating, shared-use facilities.
<p>COMPILE INFORMATION ON USERS OF SKATEPARKS</p> <ul style="list-style-type: none"> Update the City of Toronto Skateparks Survey from 2003 to include existing City-owned skatepark facilities (indoor and outdoor) and assess the popularity of skateparks among those who skateboard, ride BMX and MTB bikes, as well as to gauge the satisfaction levels of their users.
<p>MONITOR USE OF BAYVIEW ARENA BMX FACILITY</p> <ul style="list-style-type: none"> Monitor the use of the BMX facility behind Bayview Arena and determine if there is a noticeable increase in BMX or MTB dirt jump riders and whether the site should be converted to a different type of cycle skills park (e.g., primarily for use by MTB riders).
<p>MAP CYCLING ACTIVITY IN VALLEYS</p> <ul style="list-style-type: none"> Prepare mapping to identify the authorized and unauthorized MTB trails and features found in the river valleys to assist PFR in its assessment of the nature, magnitude and degree of such use.
IMPROVE AND PROMOTE EXISTING FACILITIES
<p>ESTABLISH IMPLEMENTATION TEAM</p> <ul style="list-style-type: none"> Establish an Inter-Divisional Working Group to implement the recommendations of the Strategy.
<p>REQUEST FUNDING</p> <ul style="list-style-type: none"> Request appropriate funding in order to maintain the existing BMX facilities at a safe and acceptable level.
<p>DEVELOP A TRAILS MANAGEMENT STRATEGY FOR TORONTO'S RIVER VALLEYS</p> <ul style="list-style-type: none"> Develop a Trails Management Strategy for each river valley within the city which proposes appropriate improvements within them, such that sensitive natural features are preserved and protected, while allowing for the continuance or establishment of appropriate networks of trails for use by a range of users in a manner that respects the natural environment.
<p>ENCOURAGE SHARED-USE FACILITIES</p> <ul style="list-style-type: none"> Permit BMX/MTB use at existing skateparks unless the facility is not suitably designed to accommodate such use or there are documented instances of prior negative impacts on the facility by such users. Provide signage with inclusive language at new facilities that have been designed to

<p>accommodate skateboards and BMX/MTB bikes.</p> <ul style="list-style-type: none"> • Provide signage at the entrance to the Bayview Arena to indicate that there is a BMX dirt track behind the facility.
<p>PROMOTE FACILITIES USING CITY RESOURCES</p> <ul style="list-style-type: none"> • Promote the existing BMX dirt track and freestyle facilities at Wallace-Emerson and the BMX dirt track behind Bayview Arena by including these facilities in PFR’s FUN GUIDE, City website, Parks and Facility Map, etc.
<p>PROMOTE FACILITIES WITH ADEQUATE MAINTENANCE</p> <ul style="list-style-type: none"> • Retain existing procedures by PFR staff to attend weekly to turf, general maintenance and litter removal at all City-owned dirt track BMX facilities. • Retain existing procedures by PFR staff to attend weekly to general maintenance and litter removal at skateparks. • Assign two appropriate PFR staff to undertake weekly track maintenance, conduct a survey of users, and provide outreach to potential users of the Bayview Arena BMX facility.
<p>INCREASE PFR STAFFING TO MANAGE THE CITY’S NATURAL AREAS</p> <ul style="list-style-type: none"> • Increase the presence of PFR staff who are dedicated to trail maintenance and unauthorized trail removal to facilitate an improved management action plan for City-owned natural areas that increases user safety and reduce liability.
<p>PROVIDE STORAGE FOR PORTABLE BMX FACILITIES</p> <ul style="list-style-type: none"> • Find appropriate storage for the existing wooden ramps and any new outdoor modular components during the off-season (October-April) to increase their lifespan.
<p>DOCUMENT PROGRESS</p> <ul style="list-style-type: none"> • Prepare progress reports documenting the effectiveness of the implementation of this Strategy.

<p>PROVIDE ADDITIONAL OFF-ROAD CYCLING FACILITIES</p>
<p>DEVELOP LOCATION CRITERIA</p> <ul style="list-style-type: none"> • Locate new facilities to meet as many of the following criteria as possible: <ul style="list-style-type: none"> • locate near to or adjacent to a City-operated facility, ideally a Community Centre; • locate near some amenities and services (washrooms, drinking water, first aid, staff, phone, etc.); • be accessible by road for equipment and EMS vehicles; • be compatible with adjacent uses; • be designed according to CPTED (Crime Prevention Through Environmental Design) principles; and • locate skateparks, skills parks and trials areas near park entrances and parking lots. • Consider use of parking lots adjacent to City-owned community centres and arenas and on ice skating pads in the off-season as locations for modular BMX components.
<p>PROVIDE MORE INDOOR AND OUTDOOR FACILITIES</p> <ul style="list-style-type: none"> • Consider purchasing modular BMX components that can be used indoors or outdoors, are more durable than the existing wood ramps, can be appropriately stored in the off-season and have expected life spans of up to 20 years. • Explore options to provide indoor BMX and MTB facilities at surplus City property, decommissioned arenas and existing and surplus schools.
<p>PROVIDE A VARIETY OF SKATEPARKS</p> <ul style="list-style-type: none"> • Develop a Strategy to create a system of City-owned skateparks that results in facilities of different: <ul style="list-style-type: none"> • size (140 sq. m/1,500 sq.ft to 16,000 sq. m/175,000 sq. ft); • scale (skate spot, community, regional, hub/destination); • style (bowl, street); and • difficulty (beginner, intermediate, advanced). • Consider creating “Beginners Areas” at City-owned skateparks to facilitate the

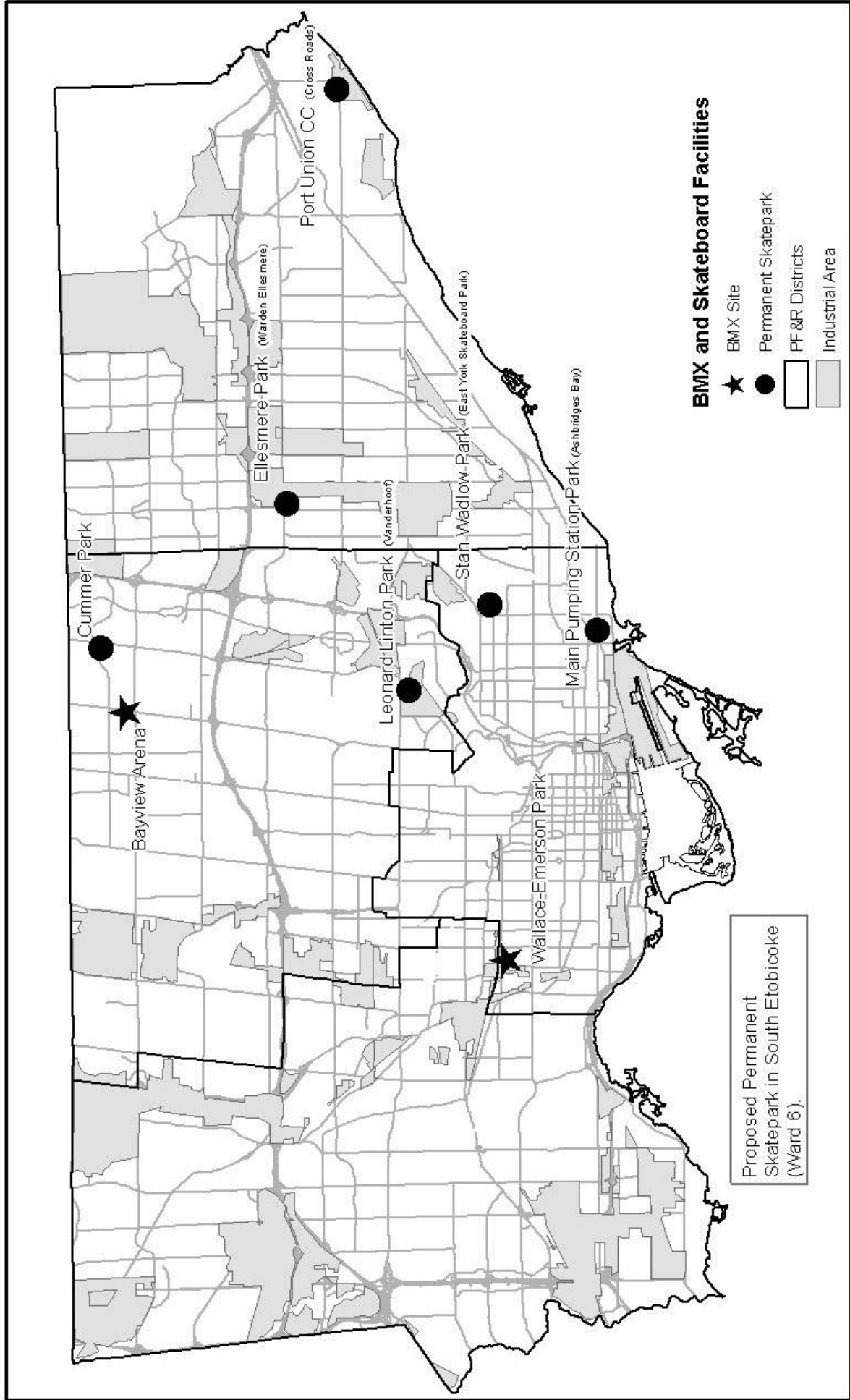
<p>introduction of groups (girls, children, adults) not presently involved in freestyle BMX/MTB riding and skateboarding.</p> <ul style="list-style-type: none"> • Until a wider variety of skateparks is developed across Toronto, the City should consult the skateboarding community with respect to managing existing and new facilities to better accommodate the needs of BMX/MTB riders.
<p>CONSTRUCT PROFESSIONALLY DESIGNED MULTI-USE SKATEPARKS</p> <ul style="list-style-type: none"> • Recommend that new skateparks be considered to be designed as shared-use facilities that create or expand the concept of multi-use facilities. Such new skatepark facilities should be designed and constructed by professionals so that they are able to best serve the intended skateboard users and are also able to withstand use by BMX/MTB riders.
<p>PROVIDE A VARIETY OF BMX FACILITIES</p> <ul style="list-style-type: none"> • Develop sites with freestyle BMX ramps and street features for a variety of skill levels. • Construct quickly established, low-cost pump tracks as an interim measure to keep BMX dirt riders active while existing City-owned dirt tracks are being reconfigured or unauthorized ones are being removed. • Consider reconfiguring existing BMX dirt tracks every few years (i.e. have jumps changed, more technical areas added), to challenge existing riders, add variety and increase enjoyment of these facilities. • Consider constructing a professionally designed, UCI standard National or International Level BMX racing track indoors to permit year round training of elite BMX athletes.
<p>PROVIDE A VARIETY OF MTB FACILITIES</p> <ul style="list-style-type: none"> • Create sets of dirt jumps in areas close to natural areas to rival any unauthorized jumps created in the river valleys to attract BMX and MTB dirt riders from across the City. • Create high-quality skills parks that incorporate a wide variety of features and provide controlled, safe environments for MTB riders in an effort to reduce pressure on natural areas. • Explore the potential of developing trails and off-road cycling features on the two existing City-owned ski hills for possible use by different types of MTB riders as a way to increase off-season opportunities for such cycling at otherwise under-used facilities.
<p>LOCATE OFF-ROAD CYCLING TRAILS AND FEATURES NEAR HOT SPOTS</p> <ul style="list-style-type: none"> • Construct new high-quality trails and dirt jumps within 3 km of existing concentrations or hot spots of unauthorized trails within major river valleys (Don, Humber and Rouge Rivers, Black, Taylor, Highland and Etobicoke Creeks) to be effective alternatives to existing areas of unauthorized activity.
<p>CREATE A HUB OF BMX DIRT FACILITIES</p> <ul style="list-style-type: none"> • Assist in developing a culture of dirt BMX racers by grouping several forms of dirt track onto one site to form a hub of dirt BMX/MTB facilities that could include pump track, dirt jump track, local or mid-level racing track, or skills park, prior to committing to construction of a National or International Level racing track.
<p>DEVELOP PILOT PROJECTS</p> <ul style="list-style-type: none"> • Dedicate one or more sites within 3 km of hot spots of unauthorized trail activity that include flat land and hillsides and satisfy a list of suitable location criteria to be determined by the Inter-Divisional BMX Working Group together with PFR's Natural Environment Trails Committee. Permit members of TORBA, who have attended an IMBA run trail building workshop, to assist in the design and establishment of trails, dirt jumps, skills parks and trials areas, together with City staff who will provide maintenance and evaluate the success of the projects over a period of two years.
<p>ESTABLISH PARTNERSHIPS WITH VARIOUS ORGANIZATIONS</p> <ul style="list-style-type: none"> • Consider entering into partnerships with other recreational service providers such as the school boards, to help create high-quality off-road cycling facilities. • Work with OCA and local riders to secure an indoor or outdoor facility leased and managed by a local Toronto BMX Club. • Consider hosting trail building workshops developed by IMBA on a regular basis that teach staff and the public how to plan and design sustainable trails.

<ul style="list-style-type: none"> • Develop a formal process for involving various sports groups and companies in the design and/or establishing of off-road cycling facilities and accepting donations of building supplies or programming materials towards such use.
ASSESS IMPACT OF NEW FACILITIES <ul style="list-style-type: none"> • Evaluate the impact of new BMX/MTB skills parks/modular BMX tracks on the nearest skateparks and its skateboard users.
CREATE A HUB FOR CYCLING PROGRAMS <ul style="list-style-type: none"> • Locate on and off-road cycling programs at facilities that satisfy the list of criteria identified above to create hubs of cycling activity.

EXPAND OFF-ROAD CYCLING PROGRAMS
TARGET GROUPS <ul style="list-style-type: none"> • Offer programs to the core demographic of youth (teenagers) who are most interested in becoming off-road cyclists, but also provide programmes for children from the age of 6 and up and adults over 20, to help PFR satisfy the goals set out in OCG aimed at the development of children and youth and promotion of lifelong activity for everyone.
KEEP TRAIL AMBASSADORS <ul style="list-style-type: none"> • Maintain a team of Trail Ambassadors who are a part of the City's Cycling Ambassadors Program as a cost-effective vehicle to deliver educational and promotional campaigns about the use of natural surface trails.
RUN SUMMER CAMPS AT EACH BMX SITE <ul style="list-style-type: none"> • Continue to operate BMX-related Summer Camps and run programs from the existing BMX site at Wallace-Emerson; at Bayview Arena, because it lacks appropriate amenities, run the program from Community Centres and provide fieldtrips to that site.
HIRE MORE PART-TIME BMX CAMP INSTRUCTORS <ul style="list-style-type: none"> • Provide more part-time summer jobs to qualified BMX riders to run BMX camps.

TORONTO BMX GO FORWARD STRATEGY VARIOUS FORMS AND FEATURES OF BMX AND MTB		
Type	Form	Features
BMX	Park	<ul style="list-style-type: none"> • Obstacles (rails, funbox, quarter-pipe, mini-ramp, banked corners, gaps) • Bowls
	Vert	<ul style="list-style-type: none"> • Ramp (half-pipe)
	Street	<ul style="list-style-type: none"> • Obstacles (stairs, handrails, ledges, curbs)
	Dirt	<ul style="list-style-type: none"> • Jumps • Pump Track
	Flatland	<ul style="list-style-type: none"> • Asphalt (parking lot, basketball or tennis court)
	Racing	<ul style="list-style-type: none"> • Track
MTB	Cross-Country	<ul style="list-style-type: none"> • Trails
	Dirt	<ul style="list-style-type: none"> • Jumps
	Freeride	<ul style="list-style-type: none"> • Hills • Jumps • Obstacles
	Downhill	<ul style="list-style-type: none"> • Hills • Jumps
	Cyclo-Cross	<ul style="list-style-type: none"> • Asphalt (roads) • Trails • Hills • Obstacles
	Trials	<ul style="list-style-type: none"> • Obstacles
Skateboard		(See BMX Part/Vert)
In Line Skate		(See BMX Part/Vert)

Toronto City BMX & Skateboard Facilities



BMX and Skateboard Facilities

- ★ BMX Site
- Permanent Skatepark
- PF&R Districts
- Industrial Area

Proposed Permanent Skatepark in South Etobicoke (Ward 6).



TORONTO BMX GO FORWARD STRATEGY MAINTENANCE AND OPERATIONS AT THE CITY OF TORONTO'S TWO BMX SITES				
WALLACE-EMERSON PARK				
Dirt BMX Track				
PFR Unit	Staff	Hours	Service	Frequency
Community Recreation	2	4-6	<ul style="list-style-type: none"> • Programming • Track Maintenance 	Daily
Parks General Maintenance	2	2	<ul style="list-style-type: none"> • Litter 	Weekly
Parks Flying Squad	3	4-5	<ul style="list-style-type: none"> • Turf 	Weekly
Parks Hort/Maintenance	2	Varies	<ul style="list-style-type: none"> • Seeding + Planting 	Monthly
WALLACE-EMERSON PARK				
Freestyle BMX Track				
PFR Unit	Staff	Hours	Service	Frequency
Community Recreation	2	4-6	<ul style="list-style-type: none"> • Ramp Maintenance • Programming 	Daily
Parks General Maintenance	2	2	<ul style="list-style-type: none"> • Litter 	Weekly
BAYVIEW ARENA				
Dirt BMX Track				
PFR Unit	Staff	Hours	Service	Frequency
Parks Flying Squad	3	4-5	<ul style="list-style-type: none"> • Litter • Turf • General Maintenance 	Weekly
Facilities Management General Maintenance	1	1	<ul style="list-style-type: none"> • Monitoring • Graffiti Removal 	Daily

OPTIONS AND ESTIMATED COSTS TO IMPROVE, MAINTAIN AND OPERATE THE CITY OF TORONTO'S TWO BMX SITES		
Wallace-Emerson Park		
OPTION 1	<ul style="list-style-type: none"> • Increase number of PFR (CR) staff • Purchase replacement bikes 	\$25,000
	<ul style="list-style-type: none"> • Purchase modular components 	\$200,000
Bayview Arena		
OPTION 1	<ul style="list-style-type: none"> • Increase number of PFR (CR) staff at Wallace-Emerson & deploy to Bayview • Provide landscaping • Rent portable toilet • Install additional signage 	\$7,500 to \$13,500
OPTION 2	<ul style="list-style-type: none"> • Create a Skills Park • Hire Professional Skills Park Designer • Purchase materials +Provide landscaping • Rent portable toilet • Install additional signage • Provide programming and Inspect daily 	\$6,000 to \$16,500