

From the Ground Up: Building Public Dirt Jumps in Calgary



Published February 2025
by the Jump and Bike Skills Association of Calgary



The Jump and Bike Skills Association of Calgary works, lives, and rides in Moh'kinstsis, where the Elbow and Bow Rivers meet, the traditional territory of the Siksikáwa (Blackfoot), Īyāhé Nakoda (Stoney Nakoda), and Tsúut'ínà First Nations. Métis and Inuit also call this region home. As the efforts to establish sanctioned dirt jumps in Calgary continue, we hope to reduce barriers and help to progress Indigenous participation in bike riding and dirt jumping.

The Jump and Bike Skills Association of Calgary declares no competing interests and received no financial compensation for the development of this report.

Suggested Citation: Jump and Bike Skills Association of Calgary. *From the Ground Up: Building Public Dirt Jumps in Calgary*. Calgary (AB). 2025.

Copyright © 2025, Jump and Bike Skills Association of Calgary

All rights reserved. This report may be copied and/or redistributed for non-commercial purposes, provided that attribution is given to the Jump and Bike Skills Association of Calgary.

For more information, contact:

John Taplin, President

Jump and Bike Skills Association of Calgary

info@jabsac.com



Executive Summary

The Jump and Bike Skills Association of Calgary (JABSAC) proposes the development of public dirt jumps in Calgary to address the unmet needs of the city's thriving biking community. Despite the growing popularity of biking and the availability of various facilities such as pump tracks, Calgary lacks sanctioned dirt jump parks, forcing riders to travel to neighbouring communities or seek unsanctioned options. This report outlines the need for these parks, examines successful examples from other jurisdictions, and presents a path forward for implementation.

Key Findings:

- **The Need for Dirt Jumps in Calgary:** Calgary riders of all ages and skill levels seek facilities that support skill progression, safe practices, and community-building. Current options are inadequate, leading to an unmet need for dirt jumps.
- **Successful Models in Other Jurisdictions:** Case studies from communities such as Chestermere, Fernie, and Squamish demonstrate the positive impact of well-designed and maintained dirt jump parks. These parks offer safe progression opportunities, boost community engagement, and stimulate local tourism.
- **Community Support:** A survey conducted by JABSAC revealed strong support for sanctioned dirt jump parks, with respondents emphasizing the importance of progression-friendly features, safety, and inclusive design. Community voices are included that reflect diverse perspectives highlighting the need for accessible dirt jumps in Calgary for riders of all levels.

Benefits:

- **Recreation and Health:** Dirt jump parks promote physical activity, which is critical for reducing stress and preventing chronic diseases. These facilities also provide an accessible, low-cost alternative to other recreational activities.
- **Community Engagement:** Parks foster social interaction and create spaces where riders can connect, learn, and grow together.
- **Economic Impact:** Dirt jump parks can boost local tourism, attract events, and support businesses, as seen in other municipalities.

Recommendations:

JABSAC seeks to collaborate with municipal and provincial governments, as well as community organizations, to:

- Identify optimal locations for dirt jumps.
- Establish sustainable funding models and address liability concerns.
- Design facilities that prioritize safety, accessibility, and inclusivity.
- Engage the community in the planning and maintenance processes.

By investing in dirt jump infrastructure, Calgary has the opportunity to create vibrant recreational spaces that meet community needs, enhance urban landscapes, and strengthen local economies. This initiative is a call to action to improve Calgary's biking culture while fostering health, connection, and pride within the city.



TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
1.0 INTRODUCING JABSAC	5
2.0 BACKGROUND	6
3.0 IDEAL BIKE PARK CHARACTERISTICS	7
4.0 JURISDICTIONAL SCAN.....	10
4.1 CHESTERMERE FAMILY BIKE PARK.....	10
4.2 STEVIE SMITH BIKE PARK (NANAIMO).....	11
4.3 KAMLOOPS BIKE RANCH.....	12
4.4 RED DEER MOUNTAIN BIKE PARK	13
4.5 SQUAMISH DIRT JUMPS	14
4.6 FERNIE DIRT JUMP PARK.....	15
4.7 OTHER DIRT JUMP PARKS IN ALBERTA	16
5.0 COMMUNITY ENGAGEMENT AND FEEDBACK	19
5.1 WHAT DO RIDERS WANT? SURVEY RESULTS.....	19
5.2 COMMUNITY VOICES	22
5.3 LOCAL BIKE ASSOCIATIONS	28
6.0 BENEFITS OF DIRT JUMP PARKS	30
7.0 CALL TO ACTION.....	33
8.0 NEXT STEPS.....	34
REFERENCES	35
ACKNOWLEDGMENTS.....	37



1.0 Introducing JABSAC

The Jump and Bike Skills Association of Calgary (JABSAC) was established in 2024 as a non-profit society to promote and advocate for the development, maintenance, and sustainability of dirt jumps and bike skills features in publicly accessible spaces in Calgary.

We believe that dirt jumps are awesome, and we need them for everyone in public spaces in Calgary.

JABSAC recognized a gap in recreational opportunities available to bike enthusiasts in Calgary. Dirt jumps and bike skills parks allow riders to be active in their communities while developing skills for different disciplines of biking. Dirt jump parks are freely accessible in other jurisdictions and promote safe progression for riders of all ages and skill levels. Despite an active population with a growing bike community, no such parks exist in Calgary.

Our objective is to promote dirt jumps and skills parks in the bike community and advocate for their development, maintenance, and sustainability in publicly accessible spaces in Calgary. We aim to work with the Calgary biking community, the Province of Alberta, the City of Calgary, community associations, and other partners to create a lasting and positive impact on the community.



2.0 Background

Calgary has a thriving bike scene.

Riders of all disciplines, skill levels, ages, and backgrounds are striving to progress their skills on two wheels. This is demonstrated by the usage of the WinSport lift-access bike park, the former B-Line indoor bike park, Moose Mountain trails, local DIY jumps, and the extensive travel that Calgary's riders go for bike jumps. Advocacy for public dirt jumps in Calgary has existed for over 20 years (Pinkbike, 2003). Although the biking community has grown, particularly with the introduction of pump tracks, there has been little progress in meeting the evolving and growing needs of riders in publicly accessible spaces.

There are nine (9) pump tracks in the City of Calgary, including six (6) asphalt-surfaced tracks¹ and three (3) dirt tracks². The asphalt tracks receive high volumes of ridership, with all types of riders sharing the joy of progressing their skills on two wheels. These pump tracks offer excellent introductions for beginner riders to get the feeling of flow on a bike. As they get comfortable, riders are eager to find new features and often find creative jump routes to advance their skills. As these jump routes are often unsanctioned, safety concerns can arise.

Calgary has produced world-class riders and trail builders who have made careers in other locations using their expertise. Calgary is currently home to riders who compete in slopestyle events throughout western Canada and are recognized as up-and-coming at the highest levels of the sport. Locally, there are renowned trail builders who have built trails in other jurisdictions throughout the world. There are also youth who continue to build jumps without mentorship, oftentimes building features with risks that could be mitigated with guidance.

When riders progress their biking skills and become confident on two wheels, they seek further opportunities to improve and ride more advanced features. As these features are not available at sanctioned tracks in Calgary, they are forced to either travel to neighbouring communities that have sanctioned bike jump parks or build unsanctioned DIY jumps to continue to progress in the sport that they love.

As there are no sanctioned options for jumps in Calgary, there is an unmet demand that needs to be addressed. Creating a designated space for dirt jumps would not only fulfill this need but also promote a safer and more organized environment for bike enthusiasts. By addressing this demand, we can also mitigate the risks associated when features are built without proper oversight or experience. This would reduce the prevalence of poorly constructed, unsafe jumps. Such an environment would encourage community engagement, provide a healthy outlet for riders all ages, and help progress their skills locally. Additionally, a world-class dirt jump park would attract riders, boosting local tourism while fostering a sense of pride and cohesion within the community.

¹ Fairview, Inglewood, Marda Loop, Montgomery, South Glenmore, and South Glenmore Pump Tracks

² Fish Creek Mountain Bike Skills Park, and Livingstone and Silver Springs Pump Tracks

3.0 Ideal Bike Park Characteristics

Creating optimal dirt jump parks in Calgary requires thoughtful consideration of various factors to ensure safety, accessibility, and enjoyment for all riders. Sanctioned dirt jump parks can provide a consistent, accessible, and inclusive environment that caters to everyone. Key characteristics that define a successful dirt jump park include:

Terrain and Soil Composition

Natural Topography: Calgary's varied landscape offers an excellent opportunity for diverse topography that supports a variety of jump styles and sizes. Gentle slopes and rolling hills provide natural flow and elevation changes.

Soil Quality: Calgary's soil often includes a mix of clay and sand, which compacts well and maintains shape under varying weather conditions. This type of soil is essential for constructing durable and safe jumps.

Accessibility and Location

Proximity to Residential Areas: Parks should be easily accessible from nearby urban or suburban residential areas to encourage use by frequent riders. Proximity to public transportation routes and main roads is advantageous.

Parking Facilities: Adequate parking is necessary to accommodate users and to ensure that existing infrastructure and communities are not disrupted.

Environmental Considerations

Vegetation and Erosion Control: Parks should be constructed with sufficient original and planted vegetation to prevent erosion. Planting native grasses and shrubs around parks can also help stabilize the soil and reduce dust.

Drainage: Proper drainage systems should be in place to prevent waterlogging and erosion. Natural or artificial channels can be used to direct water away from the jumps.

Safety and Visibility

Safety Features: Incorporate features such as signage, fencing, and designated viewing areas for spectators to ensure a safe environment for both riders and onlookers.

Clear Sightlines: Parks should be designed with clear sightlines to ensure riders can easily see the path ahead, minimizing the risk of collisions and accidents.



Community Integration

Adjacent Amenities: Ideally, the site should be near a pump track and other recreational amenities such as playgrounds, skate parks, or sports fields for incorporation into a multi-use recreational area. This encourages community engagement and increases the overall value of the park.

Noise Considerations: The location should be chosen to minimize noise disruption to nearby residents. Natural barriers such as trees or constructed noise barriers can help mitigate sound.

Design and Layout

Variety of Features: Ideal dirt jump parks should cater to all skill levels with a variety of features, including small beginner jumps, intermediate tables, and advanced gap jumps. This variety ensures that the park is inclusive and offers progression for riders.

Flow and Spacing: The jumps should be designed to allow a smooth flow from one feature to the next, with adequate spacing to prevent overcrowding. This helps in maintaining a safe and enjoyable riding experience.

Trees

Windbreaks: Strategic planting of trees around parks can act as natural windbreaks, reducing the impact of strong winds and creating a more enjoyable riding experience. Trees like pines and spruces, known for their dense foliage, are particularly effective for this purpose.

Aesthetic Appeal: Trees enhance the visual appeal of parks, creating a more inviting and pleasant environment. A mix of deciduous and evergreen trees can provide year-round greenery and seasonal color changes, making parks visually engaging throughout the year.

Shade and Comfort: Trees provide much-needed shade in sunny conditions, offering riders and spectators a place to rest and cool down. This contributes to the overall comfort, safety, and utilization of the park.



Water Catchment for Jump Maintenance

Rainwater Harvesting: Implementing a rainwater harvesting system can collect and store rainwater in large tanks or cisterns. This water can then be used to dampen the dirt jumps, preventing dust and maintaining the integrity of the jumps. Rainwater harvesting is a sustainable practice that would not draw on existing water resources and provide an example of innovative solutions for continued recreation during periods of water scarcity.

Irrigation Systems: Installing basic irrigation systems with hoses or sprinklers can help distribute harvested rainwater efficiently. This is particularly useful during dry periods when natural rainfall is insufficient for park maintenance.

Maintenance and Sustainability

Ongoing Maintenance Plan: A comprehensive maintenance plan is crucial to keep parks in good condition. This includes regular inspections, repair of worn-out features, and landscaping.

Community Involvement: Engaging the local community in the upkeep of dirt jump parks can foster a sense of ownership and ensure longevity. Volunteer groups or partnerships with local bike shops can provide valuable support.

By considering these factors, planners can create dirt jump parks in Calgary that are safe, accessible, and enjoyable for riders of all ages and skill levels. Such parks would not only enhance the local biking community but also contribute to the overall recreational landscape of the city.

4.0 Jurisdictional Scan

Neighbouring communities and several locations throughout Western Canada have successfully established public dirt jump parks.

JABSAC supporters have identified several public parks that help guide the development of dirt jump parks in Calgary. Through its engagement with the agencies responsible for dirt jump parks, JABSAC is well-positioned to develop Calgary's public dirt jumps using best practices from their experiences, ensuring these projects are successful and sustainable.

4.1 Chestermere Family Bike Park

The Chestermere Family Bike Park (est. 2014) is 1 hectare (3 acres) of bike features that include a beginner skills area and dirt pump track, dirt jumps and permanent wood features ranging in skill level from beginner to expert. The park was designed and constructed by Alpine Bike Parks. In the years following there was minimal maintenance and the park fell into disrepair. The park has since seen a resurgence with a dedicated crew of volunteers maintaining and improving the park. The park is operated by the City of Chestermere and is unsupervised. Water is available onsite to ensure that soil moisture is maintained. A \$10,000 donation was made from the Rotary Club of Chestermere to offset the costs of a second shade shelter.



Figure 1. Chestermere Family Bike Park. Source: [@chestermerebikepark Facebook](https://www.facebook.com/chestermerebikepark)



4.2 Stevie Smith Bike Park (Nanaimo)

The Stevie Smith Bike Park (est. 2017) honours the legacy of a Canadian mountain biking legend and World Cup Downhill Champion. The park is 1 hectare (3 acres) and features two asphalt pump tracks, beginner and advanced, dirt jumps and permanent wood features that range in skill level from beginner to expert, a mountain bike skills park, and is adjacent to a BMX track. In collaboration and with support from donors, lights were installed in Fall 2024 extending riding until 10 PM each night.

The park hosts the annual Vancouver Island Slopestyle Event, a Freestyle Mountain Bike (FMB) Bronze Event. The dirt jumps were constructed by Alpine Bike Parks while the pump tracks were built by Velosolutions. The park is operated by the City of Nanaimo with capital support from the Stevie Smith Legacy Foundation (SSLF). Day-to-day Park maintenance is provided by volunteers.



Figure 2. Stevie Smith Bike Park, Nanaimo BC Family Bike Park. Source: alpinebikeparks.com

4.3 Kamloops Bike Ranch

The Kamloops Bike Ranch (est. 2005) is North America's largest municipal bike park featuring 26 hectares (64 acres) of dedicated riding space within the City of Kamloops. It includes three asphalt pump tracks (beginner, intermediate, and advanced) that were opened in 2024, a network of 12 trails that range in skill level from beginner to professional which include irrigation and permanent structures, and dirt jumps with stadium lighting.

Private shuttles are available and are operated by Mostly Mental Shuttles. The Bike Ranch is managed and maintained by the Kamloops Mountain Bike Trail Association (KMTBA) and includes a professional trail crew. The pump track was principally funded through the BC provincial government's Destination Development Fund for \$1.3M. The City of Kamloops provided \$54,674 in funding to the KMBTA for operations and capital in 2023 (City of Kamloops, 2023) and this funding was increased to \$120,000 in 2024 (Personal Communication, Cheryl Beattie, December 2024).



Figure 3: Kamloops Bike Ranch. Source: tourismkamloops.com

4.4 Red Deer Mountain Bike Park

The Red Deer Mountain Bike Park includes dirt jumps and a network of approximately 10 kilometres of primarily singletrack trails on approximately 25 hectares of land. Many of the trails feature jumps and permanent Technical Trail Features (TTFs) for riders from beginner to expert skill levels. Since 2018, the park has been developed and maintained by the Red Deer Mountain Bike Association, through an operating agreement with the City of Red Deer. Development and maintenance are supported through volunteer work and fundraising from membership, donations, and local business sponsorships.

A mini-enduro race is held annually with 100-120 participants from across the province competing. The number of spectators also ranges from 100-200 people and welcomes vendors, which range from local bike shops to international mountain bike brands and representatives. This event is also supported primarily through volunteer efforts and donations by local small businesses. Ridership has grown since the park opened; between August 2021 and 2022, there were over 70,000 park entries and exits on the Trail Forks ride-tracking app (Red Deer Advocate, 2022) and purchased memberships have grown to approximately 200 supporting members.



Figure 4: Red Deer Mountain Bike Park. Source: visitredddeer.com

4.5 Squamish Dirt Jumps

The Squamish Dirt Jumps (officially est. 2020) is a park with beginner to pro skill level jumps, permanent structures, irrigation, and an asphalt pump track on 1 hectare (3 acres) of land. The dirt jumps were established by collaboration between the Squamish Offroad Cycling Association (SORCA), Dream Wizards Jump Park Association (DWJPA), and the District of Squamish.

The dirt jumps were unsanctioned for two decades. Following thousands of hours of volunteer work and efforts of non-profit trail societies, the dirt jumps were established as a public dirt jump park. Private donors and grants from local non-profit societies contributed to the \$250,000 in funding for the further development of the dirt jump park (The Squamish Reporter, 2020).



Figure 5: Squamish Dirt Jumps. Source: Dirt Wizards Jump Park Association

4.6 Fernie Dirt Jump Park

The Fernie Dirt Jump Park (est. 2010) includes dirt jumps for beginner to pro level skills, permanent structures, and a pump track built on 1 hectare of land adjacent to the Fernie Aquatic Centre, a skate park, an ice rink, and volleyball courts. It is developed and maintained by the Fernie Mountain Bike Club. The park hosts the annual Wam Bam Dirt Jump Jam, a Freestyle Mountain Bike (FMB) Bronze Event. Other partners in capital funding include the Fernie Trails Alliance, the Fernie Resort Municipality, and the City of Fernie.

In 2023, the dirt jump park received \$50,000 from various supporters to improve accessibility to a wider variety of skill levels (The Free Press, 2023). The park has been recently updated by the Alberta-based trail building company, [Scott Thornhill Enterprises](#).



Figure 6: Fernie Dirt Jump Park, Wam Bam Jump Jam. Source: tourismfernie.com



Figure 7: Fernie Dirt Jump Park. Source: tourismfernie.com

4.7 Other Dirt Jump Parks in Alberta

There are additional public dirt jump parks in Alberta that are widely used and are supported by local riding organizations, municipalities, and corporate sponsors. These include the Vesta Energy Bike Skills Park (Blackfalds), the Hinton Bike Park, the Rowan Beckie MTB Park (Taber), the Lethbridge Mountain Bike Park, and the Crowsnest Pass Bike Skills Park. These parks are often maintained by volunteers after being developed and updated professionally by Alberta-based trail companies.



Figure 8: Vesta Energy Bike Skills Park; Blackfalds, AB.
Source: @blackfaldsbikeskillspark Facebook



Figure 9: Rowan Beckie Bike Skills Park; Taber, AB. Source: @trail77 Instagram



Figure 10: Crowsnest Pass Bike Skills Park; Blairmore, AB. Source: uroc.ca



Figure 11: Dirt jump parks in Alberta and British Columbia, photos courtesy of Steve Hunter



5.0 Community Engagement and Feedback

Initial outreach consisted of a survey, gathering community voices from members of the Calgary bike community, and coordination with Calgary-based bike associations.

5.1 What do Riders Want? Survey Results

JABSAC carried out an online survey in November 2024. The survey was distributed from the JABSAC website, with awareness largely by word of mouth and with support from several bike shops. A total of 87 JABSAC supporters responded to the survey.

The survey results included 77 open-ended responses that were rich in detail for analysis. Intermediate riders were the largest proportion of respondents (39%), followed by experts (31%), pro (20%), and beginner (10%).

We recognize the non-response bias of underrepresentation of beginner and intermediate riders who engaged in the survey. Therefore, we would anticipate an increased proportion of dirt jump users to be beginners than was reflected in the survey. This is demonstrated in the high use of beginner and intermediate features at dirt jump parks in other jurisdictions. Despite this limitation, the survey results show that there is a diverse skill level of riders supporting public dirt jumps in Calgary.

In the survey, respondents highlighted specific aspects of dirt jump parks they believe should be emulated and provided examples of parks they wish to replicate in Calgary.



Figure 12: Word cloud generated from open-ended survey data highlighting key terms related to developing dirt jump parks in Calgary.



The open-ended survey responses (n=77) provided rich data that were analyzed thematically. From these responses, six themes emerged:

Theme 1: Enthusiastic Support for Dirt Jumps

Selected Quote: “*Let's do this! Calgary needs dirt jumps :)*”

- Respondents overwhelmingly support building dirt jump parks, emphasizing a strong community desire.
- Many highlight the closure of previous facilities, such as B-Line indoor bike park, as a gap needing immediate attention.

The collective eagerness suggests that public dirt jumps would be well-received and widely utilized, potentially becoming a community hub and promoting physical activity and skills progression.

Theme 2: Progression for All Skill Levels

Selected Quote: “*Something for everyone to allow progress.*”

- Respondents stress the need for dirt jump parks to accommodate all skill levels, from beginners to expert riders.
- Suggested features include:
 - **Green, blue, black, and pro lines** for various skill levels.
 - **Mulch jumps** for safe practice.
 - Step-ups, tabletops, and progressive jump sizes.

By providing these varied options, public dirt jumps can ensure that all riders have the opportunity to progress and challenge themselves in a safe manner and within a structured environment that is created by riders.

Theme 3: Feature Variety

Selected Quote: “*A good variety always makes it fun.*”

- **Desired features include:**
 - Straight jumps, hips, drops, cannon logs, and berms.
 - Smooth transitions with no pedaling needed between jumps.
 - Features like wall rides, technical turns, and slopestyle-focused lines.
- **Flow and creativity:** Jumps should be designed for consistent flow, with lines allowing transfers and creative riding.

A variety of features is essential for keeping dirt jump parks engaging and fun, catering to different riding styles and preferences, and promoting continuous use and enjoyment.



Theme 4: Safety and a Learning Environment

Selected Quote: “Features that offer individuals to push themselves as hard as possible while maintaining risk as low as possible.”

- Safety features like mulch jumps, airbag landers, and well-built larger jumps are essential.
- Respondents suggest designated areas for skill-building, from basic drops to advanced tricks.

Dirt jumps that are designed for progression foster a supportive learning environment where riders feel comfortable progressing at their own pace.

Theme 5: Community Building

Selected Quote: “A great dirt jump park is about progression and community. Giving options for all to grow their skills with friends and family.”

- **Accessibility:** Respondents highlight the need for a welcoming environment with adequate parking and is inclusive of BMX, dirt jumpers, and mountain bikers. An emphasis was placed on community-building features like picnic areas and BBQ spots.
- **Stewardship:** Many respondents emphasize the importance of ongoing maintenance, suggesting volunteer groups and community involvement for sustainability. Maintenance through collective community efforts was presented as crucial.

By fostering accessibility and stewardship, dirt jumps can become vital community hubs where individuals of all ages and riding levels come together, promoting social cohesion and a shared love for outdoor activities.

Theme 6: Inspiration from Existing Parks

Selected Quote: “Municipalities throughout BC and Alberta have DJ parks. It’s time Calgary followed suit. A good park would be something similar to what is in Fernie or Vancouver Island.”

- Suggested models include parks in Fernie, Chestermere, and the Stevie Smith Bike Park.
- Respondents admire parks with:
 - Well-maintained, progressive lines.
 - Inclusion of wide wooden lips (take offs) for durability alongside dirt lips.
 - Family-friendly areas for kids and beginners.

By drawing inspiration from these examples, Calgary can ensure public dirt jumps incorporate best practices and proven designs, enhancing its appeal, functionality, and sustainability.



5.2 Community Voices

Calgary's bike riders and community members are showing their support for sanctioned dirt jumps.

Their experiences and perceptions of the needs and benefits of dirt jump parks in Calgary are particularly relevant:

Reece Wallace

Professional Mountain Biker, Originally from Ward 11

I spent the first 18 years of my life in Calgary. From the youngest age, I fell in love with mountain bikes. I was drawn to the freedom it offered and the ability to express myself outside of traditional sports like hockey, which my family could not afford. It allowed me the freedom to pursue my own athletic excellence and be personally responsible for something larger than myself from a very young age.

Unfortunately, Calgary did not have many facilities to foster this growing up. There were no public dirt jump parks in or anywhere close to the city, nor anything mountain bike specific. We had Canada Olympic Park (which is a paid facility, and poorly built for bikes) as well as Millennium Skate Park. I spent the majority of my childhood at Millennium, but it isn't the type of place to let your 12-year-old run loose safely.

Calgary has, for a long time, needed a public dirt jump facility. When I was 16, I joined a volunteer panel to bring jumps to Calgary, but it gained no traction with the city. At this point, I felt like my future of riding bikes in Calgary was hopeless. When I turned 18, I moved to BC to pursue mountain biking. Fast forward a few years, and I became a professional mountain biker—in fact, only the second professional free ride mountain biker to come from Alberta, ever. My ability to ride bikes at this level is due to BC's facilities and public access to jumps and trails, hence why there are so many pros in BC.

As long as kids are riding mountain bikes, they will be building jumps. If they aren't given a proper facility, they'll do it illegally like all my friends and I did growing up. I spent my entire teenage years in SW Calgary building jumps, only to be torn down by the city and have our parents' gardening tools confiscated. Looking back, I see how this opened landowners to liability, as well as wasted time and resources from the city plowing jumps. That said, this will continue to happen as kids are still building jumps and needing places to ride within Calgary.

Now, being 34 years old and living on Vancouver Island, we have multiple world-class dirt jump parks like the Stevie Smith & Jordie Lunn bike parks. Both of these parks are packed year-round and cater to riders from three years old to riders in their 70s. My small town of Nanaimo is just 130,000 and has a stronger impact and fosters cycling more than Calgary, a city of 1.5 million. We don't have issues of illegal jump building here anymore.



Calgary needs a dirt jump park, and I'm living proof that these parks are essential for youth to develop their skills, stay out of trouble, and most importantly, have fun. They also bring investments and opportunities to municipalities as the scenes and industry grow around cycling locations.

Zoe Witwicki

National BMX Champion, FMB World Tour Rider, Ward 1

As a 15-year-old girl who competes at a high level in Slopestyle on the world stage, and who has been biking my entire life, riding at many different bike parks in various communities, I know that bike parks are not only for biking but also spaces where people lift each other up and progress together - especially for girls wanting to get into the sport and advance their skills!

Having a local bike park where I do not have to worry about where I would be able to ride and train would not only help me but also many others in the community. Biking is all about the community and the people who enjoy it! We can only progress by supporting and challenging each other. A local bike park would be a huge asset, helping myself and the other competitive Slopestyle riders reach their goals! It would also benefit people who are taking their riding to the next level, like me and many others who live in the area and compete both locally and internationally.

Our community of competitive riders has an amazing foundation, and with an easily accessible, well-built bike park, it would continue to grow and improve.

Carson Donovan

Professional BMX Rider, Ward 3

As a local professional BMX rider in Calgary, I firmly believe that youth development in action sports like BMX is crucial to the well-being of our community. Public, accessible dirt jumps provide a safe and structured environment for individuals of all skill levels to develop their skills, foster discipline, and build confidence. For young riders, having sanctioned areas to practice is essential to keep them safe while honing their abilities.

BMX is an international sport with deep roots in creativity, persistence, and athleticism. By supporting the creation of public dirt jumps Calgary would not only provide a space for athletes to grow but also contribute to a thriving, inclusive culture of outdoor recreation. This helps develop young athletes who can continue to pursue their passion and represent Calgary on national and international stages.



Krista Hinks

Bike Rider and Mother to 2 Young Riders, Ward 3

I strongly support the development of a bike jump park, specifically utilizing the available slope south of the Confederation Park Pump Track, which also has an adjacent parking lot. With the growing popularity of BMX and mountain biking, expanding riding terrain is essential to meet the needs of our diverse and passionate community. The existing pump track has become a thriving hub, attracting families and young riders eager to progress their skills. However, as the warm weather arrives, the park becomes increasingly congested, limiting opportunities for skill development. Kids love to find ways to jump, and it has resulted in numerous 911 calls. If there was a space designed for jumping, it would be safer for everyone. A dedicated jump park would alleviate this issue while encouraging more riders to stay active and engaged in the sport.

For my two sons and many other young riders, the pump track has been a powerful source of inspiration, fostering confidence, friendships, and a deep love for biking. The BMX and biking community is built on inclusivity, mentorship, and a strong sense of belonging, values that are crucial for youth development. Expanding the facility to include a jump park would not only support their continued growth but also strengthen Calgary's reputation as a city that prioritizes outdoor recreation and active lifestyles.

Sylvain Riopel

Bike Rider and Father of FMB World Tour Rider, Ward 4

In the last 7 years, I drove my family countless of kilometers to ride dirt jumps elsewhere than in the city of Calgary. From the end of spring to late fall, every year we drive many times a month to the cities of Chestermere, Cochrane and Canmore to go ride public dirt jump trails. Chestermere has the Chestermere Family Bike Park. Cochrane has the Launchpad Bike Park. Canmore has the Canmore Nordic Centre Bike Skills Park and Benchlands Trail Bike Skills Park. For many Calgarian families like mine, it has certainly become a weekend ritual to drive away from Calgary to Chestermere, Cochrane and/or Canmore on the weekends to go look for bicycling adventures since Calgary do not have any public jump trails and/or parks.

If the city of Calgary builds public dirt jump trails and parks, Calgarian families like mine will not only spend less time on the road driving to other cities, but it will also benefit general healthier lifestyles and increase physical social activities right in the city. Riding bicycles while learning new skills: balancing, jumping, cornering and tricks – no matter the age – will benefit many Calgarian families to enjoy the outdoors right in the city, right in our own backyard.



Steve Hunter

Bike Rider and Father to 3 Young Riders, Ward 11

My name is Steve Hunter, and I'm a lifelong Calgarian currently residing in Oakridge with my wife and our three children, ages 3 to 7. Growing up in the SW community of Braeside, I spent countless hours exploring the Glenmore Reservoir Pathway System and the natural trails of Fish Creek Provincial Park. These early experiences instilled in me a lifelong love for biking and the outdoors.

This passion was reignited when the South Glenmore Bike Skills Park opened, and my then 3-year-old instantly fell in love with it. Since then, biking has become a cornerstone of our family life. We were longstanding members at B-Line Indoor Bike Park, regularly visit pump tracks across Calgary during the warmer months, participate in summer bike camps at Winsport, and are active with several local biking associations like MMBTS. My eldest son is even part of a young riders' group sponsored by The Inside Line Bike Shop.

The City of Calgary's recent commitments to expanding access to biking resources are both inspiring and exciting. With Calgary's unparalleled proximity to world-class mountain biking trails, the city is poised to become a premier destination for cyclists of all skill levels. However, despite these strides, there remains a significant gap in facilities for riders looking to progress beyond pump tracks.

Currently, we often travel outside the city to places like Chestermere, Canmore, Blackfalds, and Fernie to access dirt jump parks and advanced bike skills facilities. These parks are incredible community spaces that cater to riders of all ages and abilities, from toddlers on balance bikes to seasoned cyclists. They encourage physical activity, skill development, and social connections in a fun and inclusive environment.

As a member of the Oakridge Community Association, I deeply value the City's efforts to create inclusive spaces that enhance the quality of life for residents. A City of Calgary Bike Skills Park would not only align with this mission but also provide an incredible opportunity for individuals and families to come together, foster a sense of community, and build lifelong skills through biking.

The South Glenmore Pump Track, given its central location and existing popularity would be an ideal site for such a development. Its spacious surroundings and strong community engagement make it a natural fit for an expanded bike skills park.

I am enthusiastic about advocating for this initiative and wish to be involved in whatever capacity possible, and I strongly believe it would be a valuable asset for the city. I look forward to seeing Calgary continue to grow as a biking-friendly destination that promotes healthy, active lifestyles for residents of all ages.



Alexander Boyd

Professional Trail Builder, Former Professional BMX Rider, Ward 8

In a time of ever growing insular culture, where third places become fewer and further between, outdoor social gathering places are increasingly more important to the health and well being of our growing city population.

Trails (as in bicycle dirt jump trails, not to be mistaken as walking or mountain bike single track trails) are a beautiful collaboration of man and nature, sculpted in harmony by the bountiful natural material beneath our feet - the earth.

Dr. Camilleri explains in his 2024 paper:

"Dirt jumps, a foundation of this culture, have been a fundamental aspect of BMX since its inception. Smith (2019) describes how BMX riders idealize and romanticize spaces that offer opportunities for creativity and freedom: "the space that riders write themselves into, the one that the post-modern city destroys, as riders see it, is a space of opportunities; where a vacant lot can be turned into a do it yourself (DIY) dirt jump track" (p. 48). These specially constructed jumps made of dirt or clay (Figure 1) not only allow riders to flow through the air with rhythm, style, and skill but also provide opportunities and possibilities (Healy, 2024a)."

They provide a meeting place to build and inspire communities, an area to educate and grow skills, foster passions and relationships with other likeminded folks. My 25 years of building and maintaining trails, has given me huge personal development, allowed me to travel, allowed me to meet others and share stories and create memories that will last a lifetime.

Dr Camilleri writes;

"We found three themes that encapsulate the benefits of BMX and MTB dirt jumping:

- *Peer Support and Networks: When someone rides, their peers watch and encourage them. This is reciprocated which builds excitement among the group (the 'stoke'). Additionally, those who both rode and built trails were even more likely to feel connected to their peers.*
- *Camaraderie and Mutual Aid: Resilience, persistence and determination are vital in BMX, and young people may drop out if they crash or feel they're 'not good enough'. But the message from participants in our study was clear: have fun, keep pushing on and adopt the mindset of bouncing back.*
- *Creative Opportunities: Riders reported increased opportunities to express their creativity through BMX riding and jump building."*



Traditionally, trail builders are forced into the bush as there is a great misunderstanding about the world of trail culture and community. This is posed as “public risk”, but I ask you, how much more risky is it than a skatepark, a ski slope, a golf course or a pumptrack? These people are dedicated, passionate individuals who spend thousands of hours building by hand, something to ride, as there is nothing else available;

"Much like a gardener forms an intimate relationship with the ground in which they grow flowers or vegetables, trail builders have a highly attuned and embodied knowledge of the kinds of dirt that they work with, though seeking out very different properties. Without meaning to misrepresent Mary Douglas's (2002) classic and oft-cited quote, I contend that dirt in these worlds is matter very carefully placed, shaped, and packed into its final (often sculptural) form; closely attended to, maintained, and repaired with care;"

- Healy (2024a)

This sheer determination, in my opinion should be celebrated, not destroyed. And this is why many municipalities in forward-thinking regions are legitimizing and sanctioning these trails;

"... these spaces are very rarely ‘owned’ by the community—they are squatted and held together in a fragile network of being just hidden enough, just safe enough, just about standing—they are fragile all the way down, requiring relations that carefully cobble and hold them together."

- Healy (2024b)

It is why the time is now to create these spaces for all to enjoy, not hide them away. They can create brilliant, energetic, communities, which attract people from all over the world to enjoy if done properly.

There is a huge opportunity here to create and celebrate the ephemeral beauty and organic flow of well-crafted trail designs merging with the natural landscape over time. I can't think of a better place than Calgary for it.



5.3 Local Bike Associations

Bike associations in the Calgary area have made substantial contributions to the progression of biking in the region, but only **JABSAC** is focusing on developing the dirt jump discipline.

JABSAC will work in collaboration with these not-for-profit groups to ensure that our objectives align and are not duplicative. This synergy not only maximizes the impact of our efforts but also ensures that each group can focus on their areas of expertise, allowing resources to be utilized efficiently to benefit all cyclists in the Calgary area.

Calgary Mountain Bike Alliance (CMBA)



The Calgary Mountain Bike Alliance (CMBA) was founded in 1996 and is dedicated to the development and maintenance of singletrack trails in the Calgary and Kananaskis regions.

CMBA have been stewards of traditional mountain bike trails and a public mountain bike skills park in Fish Creek Provincial Park. The Fish Creek Mountain Bike Skills Park receives low ridership, is poorly maintained, and does not meet the needs of dirt jump riders. While CMBA collaborated in the development of many of the City's pump tracks, their focus is on singletrack trails. This focus reflects a strategic approach for a different discipline of bike riding to dirt jumps. CMBA has a funding agreement with the Government of Alberta Ministry of Forestry and Parks for continued trail maintenance and development, principally west of Calgary in the Jumpingpound Creek Provincial Recreation Area.

While CMBA has previously engaged with the City of Calgary to explore the potential for dirt jump parks, their primary expertise and resources remain concentrated on singletrack trail projects. As a result, CMBA is not positioned to lead the development of dirt jump parks, as their efforts are directed to a separate genre of trail-building and maintenance.

Moose Mountain Bike Trail Society (MMBTS)



The Moose Mountain Bike Trail Society (MMBTS) was established in 2009 to support the ongoing maintenance and further development of an established trail network located in the Moose Mountain and Prairie Mountain area, located in Kananaskis Provincial Park approximately 40 kilometres west of Calgary. From 2018 to 2024, MMBTS membership has grown by 142% (1,936 members in 2024). MMBTS received annual funding from the Government of Alberta Ministry of Forestry and Parks.



A professional machine-built jump trail was developed, constructed, and opened in 2019; Flight 66. This trail includes beginner tabletop jumps in the lower section and a professional jump section in the upper section. After the opening of Flight 66, there was a substantial increase in MMBTS membership, demonstrating interest in professionally built bike jump features in the Calgary region.

MMBTS' core focus is on singletrack mountain bike trails in an area west of Calgary. While many of these trails include jumps, this is not the focus of the Society. This style of riding requires significant investment in equipment and transportation, creating barriers to access. MMBTS and their trail system set a standard and progressing mountain biking in Alberta, although these trails do not include many disciplines of bike users.



Calgary BMX Association

The Calgary BMX Association is a not-for-profit sport association who, for over the past 40 years, has been organized and run by its volunteers. Calgary BMX focuses on racing and their activities are held at the Wild Rose Motocross Park adjacent to Blackfoot Trail SE. Calgary BMX offers regular coached practices to their club members, and they participate in and host races through the Alberta BMX Association. BMX racing is a separate discipline of bike riding than dirt jumping, and as such it is outside the mission and focus of the Calgary BMX Association.



Alberta Bicycling Association (ABA)

The Alberta Bicycling Association (ABA) is the provincial governing body for cycling in Alberta, dedicated to promoting and developing cycling across various disciplines, including road racing, track racing, mountain biking, cyclo-cross, and BMX. Established to support competitive cycling, the ABA is affiliated with Cycling Canada and provides resources for coaching, training, and race organization. Their primary focus is on fostering competitive cycling and supporting athletes in their pursuit of excellence in the sport. This includes organizing provincial championships, sanctioning races, and offering pathways for athletes to compete at national and international levels.

Given the ABA's strategic emphasis on competitive cycling disciplines, their resources and expertise are directed towards race organization and athlete development. As a result, the ABA is not positioned to lead the development of dirt jump parks, as their core mission and focus lie in cycling races and competitive events rather than recreational or freestyle biking infrastructure.



6.0 Benefits of Dirt Jump Parks

Dirt jump parks offer several benefits:

- Recreational opportunities to individuals
- Community engagement
- Low-cost recreational facilities
- Community well-being and health
- Tourism

The development of dirt jump parks not only addresses a recreational need in Calgary but also provides an opportunity to support community well-being and health through physical activity and engagement.

Recreational Opportunities: A key benefit of dirt jump bike parks are the recreational opportunities they offer. Engaging in physical activity is a crucial component of maintaining health and wellness, as it helps reduce stress and prevents chronic diseases (Health Canada, 2023). Individuals are more likely to remain active when they engage in activities that provide both challenge and enjoyment, which are key aspects of dirt jump riding.

Community Engagement: Dirt jump bike parks serve as valuable community venues, fostering healthy social interactions. These parks offer friends the opportunity to meet, engage in physical activity, and have fun. Additionally, they provide parents with the chance to bond with their children, whether they are actively participating in the riding or offering support. Bike parks bring individuals of all backgrounds and identities together with a shared passion for riding bikes.

Low-Cost Recreational Facilities: Due to rapid growth in the population, Calgary is experiencing shortages in recreational facilities. Opportunities particularly for children to participate in sports like soccer, swimming, gymnastics, and others are limited by the number of available facilities. Dirt jump parks offer a relatively low-cost alternative. Biking has become increasingly accessible with numerous non-profits providing bikes to disadvantaged Calgarians. Following the establishment of sanctioned dirt jumps in Calgary, there is expected to be increased participation in riding that promotes the development of supportive riding environments, riding jams, and competitions that provide increasingly structured sport opportunities within the discipline.

Tourism: People travelling to mountain bike destinations tend to travel as far, stay as long, and spend as much as other sport participants, such as golfers (Lau, 2016). Biking, and specifically dirt jumps, are economic drivers. The 2023 Crankworx Whistler festival, centred around the preeminent dirt jump Joyride slopestyle event, generated \$50.7M in economic activity in Canada (Sport Tourism Canada, 2023). In 2023, it is estimated that the economic impact of mountain bike tourism in Squamish, BC was \$26M, an increase of 263% from the \$9.9M observed in 2016 (SORCA, 2023).



Figure 13. Crankworx Whistler Joyride event, 2024. Source: Pinkbike.com

Calgary has the opportunity to invest in dirt jump infrastructure that would enhance the ability to attract tourism, contributing significantly to the city's economic growth, while allowing Calgarians to progress their skills locally. This investment would attract enthusiasts and tourists, generating employment opportunities, stimulating local businesses, and encouraging a healthy, active lifestyle among both residents and visitors. Dirt jumps and related festivals could further solidify Calgary's reputation as a top destination for outdoor recreation, attracting visitors from around the world.



Community Well-being and Health: The majority of respondents to the JABSAC survey (Section 5.1) were male (n=78; 87%) and between the ages of 30 and 49 years old (n=48; 56%). Province-wide, this demographic is most impacted by unintentional substance-related deaths in Alberta, where 73% were male and 56% were aged 30 to 49 (Government of Alberta, 2024). Studies indicate that initiatives providing direct access to physical activities can significantly reduce the risks associated with substance use (Das, 2016). Physical activity is recognized as an effective adjunctive treatment for substance use disorder (Linke, 2014). Given that dirt jumping is popular among a demographic of individuals who are disproportionately experiencing the negative impacts associated with substance use disorders, investing in dirt jump development and programming could positively impact well-being and health outcomes related to recovery.

There is evidence to support dirt jumps fostering social cohesion, stewardship, and creative problem-solving (Olsen, 2021). It is also observed that they serve as transformative sites, offering deeper connections to local spaces and a sense of belonging (Camilleri, 2024). Dirt jumps have been shown to foster dedicated groups that take an active role in developing and maintaining these spaces, forming a user group that is deeply invested in their ongoing care and protection. These communities often feel a strong sense of ownership, not just in the physical park, but in maintaining and safeguarding the values and environment it represents. The commitment to stewardship helps ensure that the park remains a sustainable and supportive space, enabling both individual growth and collective responsibility.

Investing in dirt jump infrastructure is expected to lead to substantial long-term benefits for community well-being and Calgary's economy.



7.0 Call to Action

The dedicated efforts of the Calgary biking community have substantially advanced the riding in our region. However, to further these achievements and meet the growing demands of our community, we seek support in establishing public dirt jump parks in Calgary.

We ask governments to collaborate with the Jump and Bike Skills Association of Calgary and our valued collaborators to develop public dirt jumps in Calgary.

Together, we can create safe, accessible, and well-designed dirt jump parks that cater to riders of all skill levels and will enhance our communities.

By working in collaboration, we can:

Leverage Expertise: Utilize the collective knowledge and experience of the Calgary dirt jump community and the successes in other communities to ensure the implementation of best practices in the design and construction of dirt jumps.

Promote Community Wellness: Provide opportunities for physical activity and outdoor recreation, which are essential for the well-being of Calgarians.

Strengthen Community Bonds: Foster a sense of community and inclusivity, encouraging engagement and participation from all demographics.

Enhance Urban Spaces: Transform areas into vibrant recreational hubs that benefit the entire community.

Support Sustainable Development: Ensure the long-term sustainability of public dirt jumps through responsible planning, maintenance, and community involvement.

We believe that through collaborative efforts, we can create a lasting positive impact on the community for generations to come. We look forward to the opportunity to work together in developing, creating, and riding public dirt jumps in Calgary.



8.0 Next Steps

JABSAC wishes to engage with various levels of government and other collaborators regarding the opportunity to establish public dirt jumps in Calgary. Some areas of collaboration and engagement include:

Identifying Optimal Locations: Identifying suitable sites for public dirt jump parks within the city that potentially include existing City of Calgary and Provincial parks, areas adjacent to pump tracks, and other lands designated as Special Purpose – Urban Nature (S-UN) and Special Purpose – Future Urban Development (S-FUD) Districts.

Addressing Liability Concerns: Working with the government to develop strategies to manage and mitigate the liabilities associated with the construction, maintenance, and operation of dirt jump parks.

Identify Funding Opportunities: Exploring and securing public and private grants, fundraising initiatives, and partnership agreements to finance the development and maintenance of the parks.

Community Engagement and Support: Involving local groups, including Community Associations, to gather input, foster support, and ensure that the parks meet the needs and preferences of residents.

Design and Safety Standards: Collaborating with experts to design parks that adhere to safety standards and provide a variety of features for riders of all skill levels.

Long-term Maintenance and Sustainability: Establishing plans for the ongoing maintenance and sustainability of the dirt jump parks to ensure they remain safe and enjoyable for years to come.

By working together, we can create progressive, safe, and accessible dirt jump parks that enhance the recreational landscape of Calgary and meet the growing demands of our biking community.





References

- Camilleri, D. (2024). Exploring creativity in BMX trail construction—Stack, slap, repeat. *Possibility Studies & Society*. <https://doi.org/10.1177/27538699241273740>
- The City of Kamloops. City of Kamloops Annual Report 2023. (2023). https://www.kamloops.ca/sites/default/files/docs/CityofKamloops_AnnualReport2023_11x8-5_June2024_FINAL-WEB.pdf
- Das, J. et al. (2016). Interventions for Adolescent Substance Abuse: An Overview of Systematic Reviews. *Journal of Adolescent Health*. 59(4). S61-S75. <https://doi.org/10.1016/j.jadohealth.2016.06.021>
- The Free Press. (2023). FTA transforming dirt bike park into all-ages all-abilities space. <https://www.thefreepress.ca/news/pta-transforming-dirt-bike-park-into-all-ages-all-abilities-space-5154939>
- Government of Alberta. (2024). Alberta opioid response surveillance report. Accessed: December 8, 2023. https://healthanalytics.alberta.ca/SASVisualAnalytics/?reportUri=%2Freports%2Freports%2F1bbb695d-14b1-4346-b66e-d401a40f53e6§ionIndex=0&sso_guest=true&reportViewOnly=true&reportContextBar=false&sas>Welcome=false
- Health Canada. (2023). Physical activity and your health. Website. <https://www.canada.ca/en/public-health/services/being-active/physical-activity-your-health.html>
- Healy, L. (2024a). Dirt jumps are matter carefully placed, maintained, and governed. *Diseña*. (24), 6-6.
- Healy, L. (2024b). No dig, no ride: Repairing and caring for DIY-designed mountain bike and BMX trails. In *Mountain Biking, Culture and Society* (pp. 141-156). Routledge.
- Lau L. (2016). Economic impacts of mountain bike tourism – 2016 update. Website Article. <https://www.pinkbike.com/news/economic-impacts-of-mountain-bike-tourism-2016-update.html>
- Linke, S. E., & Ussher, M. (2015). Exercise-based treatments for substance use disorders: evidence, theory, and practicality. *The American journal of drug and alcohol abuse*, 41(1), 7–15. <https://doi.org/10.3109/00952990.2014.976708>
- Olsen, T. (2021). Dialed In: How the 9th street BMX trails in Austin became a model of DIY urbanism and flexible urban planning. Master's Thesis. The University of Texas at Austin.
- Pinkbike. (2003). CMBA works with city to develop dirt jump parks. Website Article. <https://www.pinkbike.com/news/article1108.html>
- Red Deer Advocate. (2022). Growing interest in Red Deer's mountain bike park should mean more city support, says club. <https://www.reddeeradvocate.com/news/growing->



interest-in-red-deers-mountain-bike-park-should-mean-more-city-support-says-club-6821064

Smith, C. (2019). Riding the City: Renegade Spaces of Street BMX. Undergraduate Honors Thesis. University of Vermont.

Sport Tourism Canada. (2023). Crankworx 2023 festival generated nearly \$30M for Whistler. <https://www.biv.com/news/hospitality-marketing-tourism/crankworx-2023-festival-generated-nearly-30m-whistler-8294561>

Squamish Off-Road Cycling Association (SORCA). (2023). Mountain biking in Squamish: Social, Cultural & Economic Impacts.

https://drive.google.com/file/d/178mhWcd49X9IH2g2_tU_LcXSVEi2qizy/view

The Squamish Reporter. (2020). A dream comes true for Ted Tempney.

https://www.squamishreporter.com/2020/11/17/a-dream-comes-true-for-ted-tempney/?fbclid=IwY2xjawHA0pBleHRuA2FlbQIxMQABHQuk9BDAnK8dc5H45I7FpvMe6swU7ifUVxzk8tpL-CK0UYtFaUKE6RGE5A_aem_wplVxMvhiZaMrz3DfRUqEQ



Acknowledgments

The Jump and Bike Skills Association of Calgary would like to acknowledge the following supporters whose experiences and expertise helped in the development of this report:

Alexander Boyd

Carson Donovan

Krista Hinks

Reece Wallace

Steve Hunter

Sylvain Riopel

Zoe Witwicki

Cheryl Beattie, Kamloops Bike Ranch

Dana Butcher, Stevie Smith Bike Park

Mike Wiseman, Red Deer Bike Park

Brandon Roth, B&P Cycle

Cam Belisle-O'Donnell and Pierre Quinn, The Inside Line

Erik Larson, Calgary Cycle

John Franzky, Bow Cycle