

MINUTES OF THE REGULAR MEETING OF THE CARLSBAD PARKS AND RECREATION ADVISORY BOARD HELD AT THE PUBLIC WORKS CONFERENCE ROOM ON APRIL 20, 2017 AT 1:30 P.M.

Voting Members Present:	Jim Grantner John Barry Denton McCullough Christy Thomas Don Dayton	Member Member Member Co-Chairperson Chairperson
Visitors:	Mary Garwood David Ams Dave Gillan Wanda Welch Deanna Taylor	Beautification Guest Guest Guest Guest
Members Absent:	Paul Johnson	Member
Ex-Officio Member Absent:	Vacant	City Councilor
Board Secretary:	Luis Renteria	Parks & Rec. Superintendent

The meeting was called to order by Chairman Don Dayton at 1:30 pm.

ITEM 1 - ROLL CALL OF VOTING MEMBERS AND DETERMINATION OF QUORUM

Roll call of those present was taken by Don Dayton. It is determined that a quorum is present.

ITEM 2 – APPROVAL OF AGENDA

The motion was made by Jim Grantner to approve the Agenda as presented. John Barry seconds the motion.

The vote was as follows: Yes –Mr. Grantner, Mr. Barry, Mr. McCullough, Mrs. Thomas, Mr. Dayton. No – None. Absent: Mr. Johnson. The motion carries.

ITEM 3 – APPROVAL OF MARCH 16, 2017 REGULAR MEETING MINUTES

The motion was made by Denton McCullough to approve the minutes from the March 16, 2017 meeting John Barry seconds the motion.

The vote was as follows: Yes –Mr. Grantner, Mr. Barry, Mr. McCullough, Mrs. Thomas, Mr. Dayton. No – None. Absent: Mr. Johnson. The motion carries.

ITEM 4 – OLD BUSINESS

A. Presentation by the Friendship Park Committee

Deanna Taylor and Wanda Welch are the founders of the Friendship Park. They were in charge of Beautification for 14 years, before they stepped down and Mary Garwood took over. The City of Albuquerque and Rio Rancho has a Friendship Park that is handicap accessible. Most of the parks here in Carlsbad have handicap accessible parking, but the park it is not handicap accessible. Deanna and Wanda spoke to Gary Perkowski and he referred them to AK Sales out of Roswell, which has done work in Carlsbad. They also spoke to different schools and teachers to get an estimate of children who would use this playground outside of school. Once the park is setup, the City of Carlsbad Parks department will be in charge of maintenance.

See attachments.

B. Latest Communication on Sub Committee Proposal

Christy and Jim spoke to the Mayor, he approved the Beach Water Park Landscape subcommittee. The Mayor reserved the right to appoint the members. He appointed Christy, Jim, Mary, and Don. They are still waiting on the time and date of when the committee will meet.

C. Recommendations for filling Member Vacancy

Denton mentioned that Debbie Smallback who attended the previous meeting said it would be to much for her to take on at this time. David Ams was recommended and is interested in being part of the board. Don requested for David to write a brief letter so he can submit it to the Mayor and City Council.

The motion to nominate David Ams to the board was made by Jim Grantner and Christy Thomas seconds the motion.

The vote was as follows: Yes –Mr. Grantner, Mr. Barry, Mr. McCullough, Mrs. Thomas, Mr. Dayton. No – None. Absent: Mr. Johnson. The motion carries.

ITEM 5 – NEW BUSINESS

A. Bike path/bike rack/bike sharing funding project

Christy found an article on some funding/grants to help with bike path and bike rack project. John will come up with a plan on getting the process started. Luis recommended that John get the information he needs for the grants and then for them to go to each park and see what is needed.

See attachment.

The motion carries.

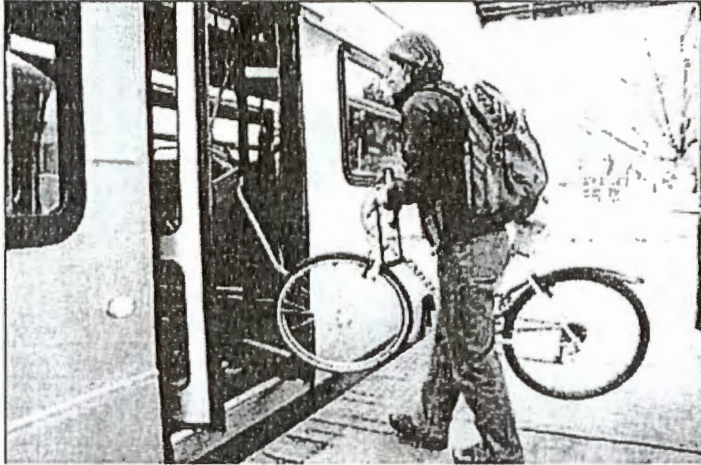
Donald C. Dyer 5/15/17
Chair Date



U.S. Department of Transportation
Federal Transit Administration

Bicycles and Transit

revised February 2013 to incorporate updated guidance from the most recent surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21)



The Federal Transit Administration (FTA) supports bicycle transportation by providing funding for bicycle-related improvements to public transportation facilities and vehicles through many of its grant programs. Examples of FTA-funded bicycle improvements include secure racks and shelters at transit facilities, equipment for transporting bicycles on public transit vehicles, and bicycle access routes in the area around transit stations. Multiple FTA grant programs are able to help cities, towns, transit agencies, and rural areas invest in bicycle infrastructure, which improves personal mobility and helps more people access public transportation.

Investments in bicycle access to public transportation can help communities promote livability and become more sustainable. Bike routes around stations increase the number of people riding their bikes to public transportation and make the streets safer for both pedestrians and cyclists. Linking bicycling and public transportation also provides a greater variety of transportation options, and building bicycle parking at transit facilities can be much less expensive and require much less space than automobile parking.

Linking bicycles and transit together is a win-win proposition. Bicycle friendly transit vehicles and stations provide cyclists with expanded travel options and expand transit ridership. Linking bicycles and public transportation helps us achieve more livable communities by providing essential connectivity for trips to employment, community services, shopping and recreation.

For more details, please visit: www.fta.dot.gov/bikesandtransit/

Capital Improvements for Bicycle Access

FTA's grant programs support bicycle access improvements through "associated transit improvements" funding and by making project grants through the programs listed on the reverse side, whether as part of a larger transit project or independently.

FTA's two principal funding programs that support bicycle access improvements are the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants. These programs allow many activities that support bicycling to be funded as Transit Enhancements, which include: bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, among other things. Urban areas with a population of at least 200,000 must spend at least one percent of their Urbanized Area Formula funding on transit enhancements.

Bicycle improvements that are eligible for transit enhancement funds include: bicycle paths at a transit station, bicycle routes in the vicinity of transit stations, bicycle parking and storage equipment at stations and equipment for transporting bicycles on public transportation vehicles.

Although FTA's formula grants require that 20% of most transit projects be locally funded, associated transit improvement projects only require a 10% local share. In urban areas with over 200,000 residents, bicycle improvement projects only require 5% local funding.¹

In addition to these programs, funds provided under the Fixed Guideway Capital Investment Grants, Bus and Bus Facilities Formula Grants, and Formula Grants for Other than Urbanized Rural Areas programs may also be used for bicycle improvements as described above, pursuant to program requirements, at a 90% federal share. Bicycle projects funded through other programs, are eligible for a standard 80% federal share, provided they are consistent with the program's eligibility and purpose.

Further details on all of FTA's grant programs are available at www.fta.dot.gov/grants.

¹ - In urbanized areas over 200,000 in population, and receiving Urbanized Area Formula funding, bicycle projects are eligible for a 95% federal share for the first 1% of program funds.

<http://www.fta.dot.gov/>



Federal Transit Administration (FTA) Program & Bicycle Related Funding Opportunities

Program Name	Statute (Title 49)	Funding Type	Eligible Recipients	Program Purpose	Eligible Bicycle Activities	Federal Share for Bicycle Activities
<u>Metropolitan & Statewide and nonmetropolitan Transportation Planning</u>	5303, 5304, 5305	Formula	States, with allocation of funding to Metropolitan Planning Organizations (MPO)	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.	Planning for bicycle facilities in a state or metropolitan transportation network.	Federal share is 80% formula-based with a required 20% non-federal match
<u>Urbanized Area Formula Grants</u>	5307	Formula	FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers	Provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Consolidates JARC eligible projects.	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles	Bicycle projects can receive a 95% federal share for the first 1% of program funds in large urbanized areas.
<u>Fixed Guideway Capital Investment Grants</u>	5309	Formula	State and local government agencies, including transit agencies	Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors	Bicycle racks, shelters and equipment	Bicycle projects receive a 90% federal share.
<u>Bus and Bus Facilities Formula Grants</u>	5339	Formula	Designated recipients and states that operate or allocate funding to fixed-route bus operators	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles	Bicycle projects receive a 90% federal share.
<u>Enhanced Mobility of Seniors and Individuals with Disabilities</u>	5310	Formula	States (for all areas under 200,000 in population) and designated recipients, State DOTs for private non-profit agencies and public agencies that coordinate human service transportation States or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Consolidates New Freedom eligible projects.	Bicycle improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities	Bicycle projects receive an 80% federal share.
<u>Formula Grants for Rural Areas</u>	5311	Formula	transit providers, including private non-profits. Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles	Bicycle projects receive a 90% federal share.
<u>TOD Planning Pilot Grants</u>	20005(b) of MAP-21	Discretionary	State and local government agencies	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects	Projects that facilitate multimodal connectivity and accessibility or increase access to transit hubs for pedestrian and bicycle traffic	Bicycle projects receive a 90% federal share.

February 17, 2017

Dear Mayor and Council:

When it comes to playgrounds for children, handicapped accessibility and handicapped USABILITY can be two very different things. Although most if not all playgrounds in the city parks are accessible to children with physical disabilities, none provide playground equipment that permit these children to utilize the equipment in a meaningful way. For example, a child in a wheelchair cannot use a swing without being taken out of his or her wheelchair. In many cases, the ground surfaces beneath and in and around the equipment are too soft to allow a wheelchair-bound child to maneuver easily over the surface. There are, of course, many other examples.

The Friendship Park Committee was formed by interested citizens and parents of disabled children to explore the ways and means of providing truly "handicapped accessible AND usable" playground areas. The Committee met with school officials and teachers, parents of disabled children, and other interested residents of the community. A company which installs such playground equipment was consulted and the Committee reviewed the extensive catalogs of handicapped usable playground equipment. As a result, a flexible master plan was developed, costs were identified, and a desirable location in the city Beach Park area was found for the construction and implementation of the handicapped usable playground. Additionally, the Friendship Park Committee has established a demand fund account at the Carlsbad Community Foundation for tax-deductible contribution to the construction Fund.

The Friendship Park Committee intends to solicit from private companies and individuals the total funds necessary for the acquisition of equipment,

surfacing, and installation of the playground. The Committee asks only the following of the City of Carlsbad:

1. That the City agree to allow the installation of the playground at a location in the Beach Park adjacent to the Rotary Playground on Riverside Drive;
2. That the City agree to assume ownership and future maintenance of the playground once installed and certified as compliant with all relevant regulations;
3. That the City agree to provide in-kind services for removal and relocation of underground park irrigation, if necessary; and
4. That the City agree to install as reasonably necessary extension(s) of park sidewalks to the new playground.

Thank you for your consideration of our request.

Sincerely,

The Friendship Park Committee

VITRITURF

Sample Warranty

Project Name: Main Street USA Playground

Owner:

Location:

City and State: Anytown, USA

Date Installation Completed:

Contractor:

Vitriturf warrants to the owner of the project name described above, subject to the conditions, and limitations stated herein, as follows:

That the Vitriturf System will not lose its bond from approved substrates and that the system will be fade-resistant so long as surface integrity is maintained; and that the system will not crack as a result of normal weather conditions and normal traffic pattern use. This warranty does not cover defects or damage caused by failure of the substrate, vandalism or misuse of the system. This system was developed to provide a resilient monolithic cushioned surface. Any other use of this system not explicitly authorized in writing by the company will not be warranted in any manner whatsoever.

The foregoing warranty shall continue for a period of (based on specification) year(s) commencing with the date of completion of the above stated system. In order to mitigate any warranty defects the owner, within the warranty period, must provide Vitriturf with written notice of any such defects within thirty (30) days of discovery.

The foregoing warranty does not cover defects of damage caused by: (1) structural or design defects; (2) misuse, vandalism, civil disobedience, acts of war; (3) acts of God, including lightning, hurricanes, tornados, earthquakes, fumes, flood, chemical fumes or foreign substances in the atmosphere or by other unusual natural occurrences. The obligations contained hereinto not cover any material used on the system which was not supplied by Vitriturf unless specifically identified above.

Any claim of defect in material in the system must be made in writing to Vitriturf as set forth above within the warranty period. This warranty will not cover damage resulting from the application, repair or subsequent work on the surface without written notice from Vitriturf of the methods and materials to be used and the party who will apply those materials. During the term of the warranty, Vitriturf, its agents, employees, and assigns shall have the right to inspect the system during business hours. If Vitriturf or its agents have not been paid by the contractor or owner for this project, the warranty will be null and void due to lack of consideration; however should payment be made in full with all associated late fees and collection fees and costs, the warranty will remain as previously stated from the date of completion.

Friendship Park – Carlsbad NM
468 E Riverside Drive



2/17/2017

Rotary park - djf3234@gmail.com - Gmail



<https://mail.google.com/mail/u/0/#search/rotary/1579ae6d0f5a44157projector=1>

2/17/2017

Rotary park - djf3234@gmail.com - Gmail



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Burke
PLAY THAT MOVES YOU.



FRIENDSHIP PARK

PROPOSAL: 704-97226-4



Model-2509 Area 5.18
Approximately 540,300"
80 Play Items | 77 ADA Capacity
40' x 50' (19.5m x 15.2m) ADA Use Zone



Single Post Swings
See Page 179



Model-2509



Model-2523 Area 2.5
Approximately 990,300"
94 Play Items | 50 ADA Capacity
23' x 41' (7.0m x 12.5m) ADA Use Zone

