Permanent Waves:

Public Concrete Skateparks designed and built by modern skaters

You have probably noticed that skateboarding is experiencing a strong renaissance. In terms of the growth of participants and equipment sales, it consistently outperforms traditional team sports such as baseball and football. Communities have noticed this trend, too, and have been building public skateparks at a pace that would have seemed impossible to a previous generation of skaters who asked city hall for a place to skate.

Genesis of the modern skatepark: Portland, OR. This park was designed and built for skaters, by skaters, under cover of the Burnside bridge.

Photo by John Bracken, courtesy JohnBracken.com

Many skaters trace the roots of this phenomenon back to Portland, Oregon's Burnside skatepark, which was the labor of love of a group of dedicated skaters in the early nineties, who used a combination of guerilla construction and community outreach to get their park built. The momentum of their work was such that the city eventually granted the park a conditional permit to continue its existence on city land.

Oregon has a well-deserved reputation as the home of the best designed and built, most challenging and innovative concrete skateparks. While much of the credit for these masterpieces is due to the visionary design/build teams that create them, the parks would not exist without the political support of recreation professionals.

Rod Wojtanik, a landscape architect and project manager, is working with Portland, Oregon's skaters to establish a system of skateparks that attract skaters from a neighborhood to a regional level. He said he would hate to have a city think they have met skaters' needs by dropping a few ramps on a tennis court. "They don't give their baseball players an old pasture

More...

Fruits of skater labor: Midland, TX. Tim Kirby enjoys the park he worked for 6 years to fund and build.

Photo courtesy ParoleBoards.com

with paper plates for bases and a piece of plywood for a backstop do they?" he asked.

Wojtanik's research proved to him that concrete parks are preferable to modular ramps. "I conducted an online survey of Portland skaters and of the 868 responses, eighty percent preferred to ride concrete. That to me indicates why they are a better choice," he said. "I've been to over 35 parks and from what I've seen, the ones that are consistently used, and appear to have the most significant skater ownership, are those that are quality, skater built, concrete parks."

Getting Organized

Skaters deserve as much attention as other sport groups have received, Wojtanik said, but he challenges them to get organized if they want their city to fund a park. "I know some skaters hate to hear it, but organization helps to get things done in the city. Organized sports groups have lobbyists fighting for money from their city, but who does a skater have fighting for them? The cop that just busted them nose-sliding the brand new marble ledge in front of city hall? Probably not," he said.

Wojtanik said it takes a persistent, organized effort to get a large skatepark project approved. "We are fortunate here in Portland in that we have a committed group of people that have been dialed in for years," he said. "They have helped educate me and I am helping them work within the bureaucracy. It takes a team that is committed and can keep their eye on the prize," he said of Skaters for Portland Skateparks.

Wojtanik said the same guts, determination and fortitude that skaters bring to their sport need to be applied to the political effort it takes to get cities to approve skatepark projects. "Skaters need to be out there telling their cities how much these things mean to them, they need to be out there talking with their neighbors, telling them that these things are important. Sometimes, they need to be out there raising money to afford that bigger, better skatepark," he said.

"If a city has money for ramps and you really want concrete," Wojtanik adds, "step up and start beating on doors asking for donations. People will donate if they know their money is going to a worthwhile, legitimate cause and skateboarding is just that. It's worthwhile and it's 'legit'."

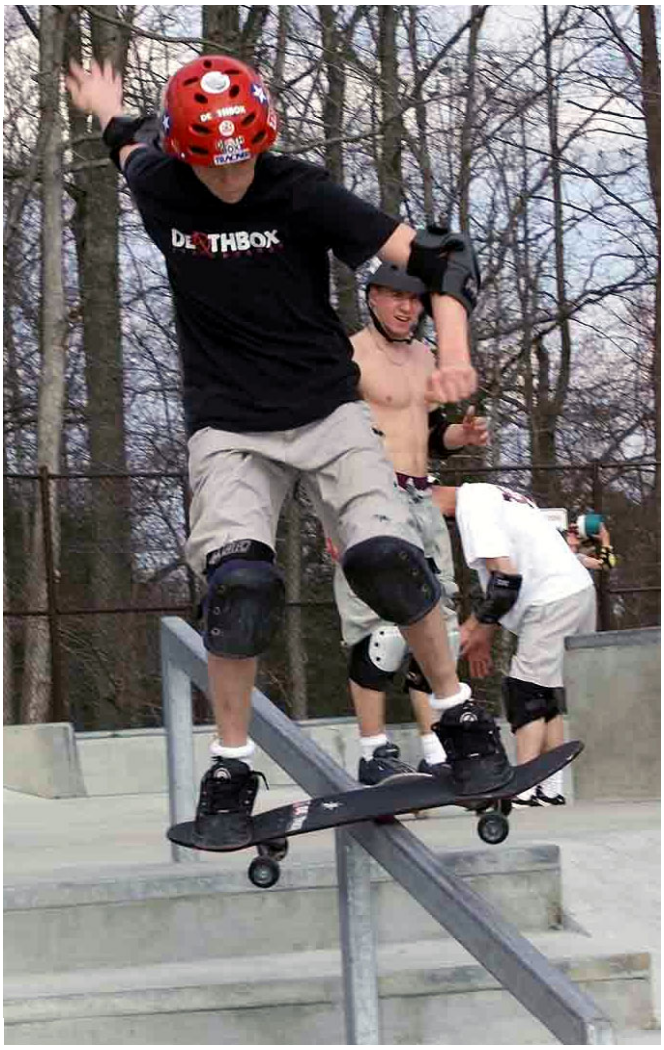
Midland, Texas skater Tim Kirby helped build some ramps for local church groups in the mid 90's. In 1997, he helped form a non-profit group to raise money for a concrete skatepark. Holding concerts, raffles, car washes and skate contests, the group was able to raise $60,000. A local foundation matched that amount, and the group presented that money to the city of Midland for skatepark construction.

The city council and mayor told Kirby's group that Texas liability law stood in the way of construction, but Midland city attorney Keith Stretcher came to the rescue. "He went to Austin (Texas' state capitol) to help change the liability laws," said Kirby.

Kirby said the heavy price in time and money has created strong feelings of stewardship among the local skaters. "We take full ownership of that park. We don't let things happen there that should not be going down," he said.

Concrete vs. Modular: how the choices are made

Carolyn Weiss is a landscape architect with the City of Eugene (Oregon) Parks and Open Space Division. Her city, with a population of 140,000, has constructed five skateparks, four of which are concrete. Skaters prefer concrete, she said, "The smooth surface, seamless transitions, and flexibility of design provide a much higher quality riding experience than that of



Street features: Charles County, MD. California Skateparks' use of galvanized steel rail, coping, and stair edging, combined with concrete, make for a durable, cost-effective park.

Photo by John Bracken, courtesy JohnBracken.com

modular equipment. A well-designed concrete park will also continue to challenge users as they become more skilled."

Weiss speaks about skateparks from a perspective that values the needs and wants of her city's skatepark users. Some communities are not so fortunate. Chattanooga, Tennessee spent over $700,000 to publicly fund a pay-to-play modular skatepark and retail shop that is run by a private company, which reimburses the city ten percent of admission fees. Lee Greene, Manager of Projects and Facilities for the city, said this pays the utility bills for the park. From his perspective, the modular skatepark benefits his department, because it has decreased the amount of skate-related damage to other parks.

Concrete was considered when the park was in planning stages. "We looked at doing concrete, and I guess if you build it right, it would last forever," he said. However, prefabricated modular ramps and obstacles seemed to be what the kids wanted, and the "off the shelf, catalog shopping" nature of the sales pitch made the choice easier. The salesmen pushed the Skatelite® Pro ramps as the latest technology in skating, and hinted that the city could expect to host events if they chose ramps that were being used in televised competitions. "They said they had industry contacts," said Greene, "and could possibly help us get a regional X Games competition. That never happened."

Open access vs. Controlled access

Sanctuary Skateparks sealed the deal in Chattanooga with their project planning and facility management services. "One of the main reasons we went with Sanctuary is because of the management plan," Greene said. "I can't see having a park that's open to the public without supervision. That would be like having a swimming pool without lifeguards. What if a kid were injured, lying on the concrete and there was nobody there to help?"

This is a fear shared by some parks professionals, but it may be unfounded. Statistically, skaters are no more prone to injury than the kids at the basketball court or soccer field.[1] Add to that the fact that skateparks are popular recreation facilities with consistent crowds of skaters, many of whom have cellular phones; it is highly unlikely that a young child will be injured, helpless and alone.

John Bracken argues against supervised parks. The skatepark advocate, from Winchester, Virginia, seeks out new terrain during his work travels, and plans his vacations to include trips to some of the finer round wall concrete in the nation. He said he spends at least three or four hours a day working for two skatepark committees in Winchester and nearby Front Royal, Virginia. Bracken said he is a fan of parks that are "free, concrete, and open all the time."

"But lots of the non-skaters think we need to fence off the parks and have a gate jockey enforcing the pad rules and collecting money from out-of-town skaters," Bracken said. "If a town is asking for donations for a public skatepark, but they want to charge a fee... who is going to pay for the attendant?" he asks. A "pay to play" management scheme might fund the attendant, Bracken said, but he argues that staffing the park with an attendant is "nothing more than creating a job that is not needed." He also feels that staffing a park increases the risk and responsibility the community must accept for a "use at your own risk" park.

In Chattanooga's skatepark, for example, the staff members and many of the more experienced skaters ride without

Modular ramps: Chattanooga, TN. These ramps had been in use for 2 ½ years when the photos were taken. Screws weaken, fail, and fall out of the ramps. None of this damage had been repaired, even 3 months after it was reported to the city and to the park's management and staff.

Photos by Chris Gilligan, courtesy Sleestak.net

helmets, though the city and the company responsible for managing the facility requires them.

Bracken contends that gating makes the skateparks inaccessible to skaters who are not free on the weekends or evenings. Those skaters are forced back to the streets to get their fix. "We've got guys who are in their twenties and work swing shifts. They get off work and want to go blow off steam with a session. So, if they get off at nine, where are they going to go? They head downtown to skate."

This defeats one of the main goals of a skatepark from the community's perspective: If the park is not accessible day and night, then skaters will go back to the street spots, where they cause the same problems with noise and property damage that made skateparks seem like an attractive solution in the first place.

Safety and Risk

A public recreational facility should be free of charge and minimally supervised, Bracken argued. "How much does it cost to play tennis, or basketball or Frisbee golf in your town?" he asks. "Nothing, I bet! So why do you want to create a job just to charge skaters to use their park?" The standard argument is to have an adult present in case of an accident.

Bracken said the rules that apply to the local BMX track should apply to a skatepark as well, "It is open without supervision every day. It even has a sign posted saying 'use at your own risk, pads are recommended'. That's all you need. Most states now have a limited liability law, which makes all facilities operated by parks and recreation departments 'use at your own risk'."

Part of that risk can come from the skating structures themselves, particularly if they are susceptible to maintenance problems. Landscape architect Weiss, who managed two recent skatepark projects for Eugene, Oregon, thinks modular ramps can be more difficult to maintain. "Modular equipment needs to be inspected regularly for loose screws, weakened connections, and damage to painted ramp surfaces," she cautioned. Some modular systems require the ramp surface to be completely replaced every five to ten years, she said, "but concrete skateparks are weather resistant, do not require painting, and have no connections and transitions to monitor and maintain."

Reality vs. Hype: price per foot^2

Weiss compared the costs of modular versus concrete by comparing the two most recent projects she completed for the city. The total project value of the modular park was $60,000 for 4,200 square feet, or $14.20 per square foot. The concrete skatepark cost $140,000 for 8,100 square feet, or $17.30 per square foot. "Although we have not calculated or tracked maintenance costs for each specific park," she said, "it is assumed that the modular equipment requires more

Equal rights to great parks: West Linn, OR. Jessica Starkweather grinds the deep end – 9' oververt. The park has no fences and no admission fees.

Photo courtesy SkateOregon.com

maintenance. Given that concrete skateparks cost only 18 percent more than the modular and the long-term maintenance needs are minimal, concrete is typically the preferred choice."

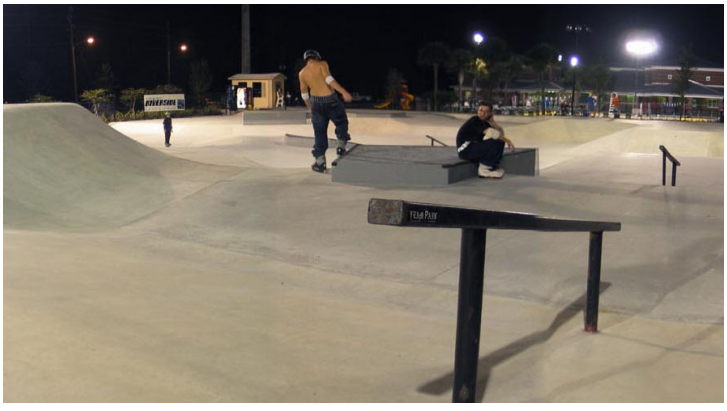
Proponents of modular ramps often argue that they are more economical than concrete. "Ask them what the square footage of the actual skating surface is. Divide the square footage by the cost of the equipment to arrive at the true square foot price of the equipment," Bracken cautioned. Doing the math that way gives a more equitable comparison, he said. His research gave him a figure of over $75.00 per square foot for modular ramps!

Get involved in the design process

Darin Masters is the skate shop owner of Planet Sk8 in Brentwood, Tennessee, and a member of the committee that helped design the upcoming Nashville skatepark, slated to open in 2004. As in many metropolitan cities, Nashville's parks and recreation professionals were called upon to provide a skatepark that would draw street-skating youth away from their favorite illegal spots.

"Skaters in Legislative Plaza were messing up the marble and getting out of hand street skating, so the city figured they needed to do something," Masters explained. He said Tim Netsch of Nashville's Parks and Recreation department attended a convention to find qualified builders, and then visited several municipal skateparks. "He took the mayor to Louisville and met with their mayor about their park," said Masters.

Though Louisville's Extreme Park is nearer, Masters said he would rather make the longer drive to western North Carolina's



Integrated flow: Oviedo, FL. Team Pain arranged the concrete and steel surfaces in this park on several interconnected levels to promote "flow", which carries skaters from one challenge to the next.

Photo by John Bracken, courtesy JohnBracken.com

Fixing the Flaws: San Antonio, TX. Workers grind concrete from the walls of the LBJ skatepark to correct the 'noping' – coping that was covered over with concrete. Coping should have a 'lip', or pronounced bump where it meets the transition.

Photo by Carter Dennis, courtesy San Antonio Skateboarding (sk8sa.org)

Food Lion Park, in Asheville. "The concrete's better, the design's better, and the build is better," Masters says of the Team Pain creation. "The lines at Louisville are too spread out. It's not tight and carveable like a good flow pool. Their keyhole has too much flat, and the coping doesn't stick out at all. I like blasting five foot backside airs, so I need that old school 'pop' off the coping."

Masters was determined to push the agenda for classic bowl designs, and he was pleased when the city selected California Skateparks' Wally Hollyday for the project. Hollyday designed and built the fabled Cherry Hill, New Jersey skatepark that became a Mecca in the late 70's. "The old school skaters really came out and told them what we wanted. There should be something for everybody in a public skatepark. Don't just make a skatepark with street (obstacles). You've got to have all aspects of skating," Masters said.

"We'll see when the park's built if they listened to us. Two main things I had to pound into Wally's brain... You have to do something for the older skaters, and I want at least one pool, with a deep end of at least 10 feet and real pool coping and tile," Masters explained.

Some parents of younger skaters objected to the steep and deep. "Parents on these committees say, 'Oh, that's dangerous!' But street skating is definitely more dangerous," Masters argued. "Falling on street (obstacles), you're just going down, splat, onto a flat surface. On vert, you're falling into the transition and you can slide out of it."

Do Bikes Belong?

Masters said his group was excited when Hollyday presented a design that featured two large bowls, but he hopes the old-school pool plans are not foiled by Nashville's permissive attitude toward BMX riders. "If we don't get it, it'll be because of the bikers. They dent and chip the coping and tear up the transitions with their pegs. I wish they had their own 'bikepark' so they would be satisfied as well as the skaters. It would be a lot safer, too."

Steel meets concrete: Spokane, WA.

Photo by Dan Hughes, courtesy policygov.com

Masters said some of his friends have been injured in crashes with bikers at Nashville's Sixth Avenue skatepark, which features a Skatelite street course and small bowl. He said, "If the parks aren't going to allow just skaters, I wish they would at least have a separate day for bikers to ride. This would prevent a lot of unnecessary injuries from occurring."

Tim Kirby, who played a key part in the campaign to fund and build the public skatepark in Midland, Texas, said his park prohibits bikers, but he often has to call police to have bikers ejected from the park. "There will be 50 kids there, but they will be sitting around watching the bikers. They are scared to death to go in there with the bikers. The city has said that 'It's your park, you police it'. So we just call the cops and they show up and ask the bikers to leave."

Midland's parks department decided to prohibit bikes from their skatepark because of the bike-related damage at another Texas park. "The perfect example of why bikes shouldn't be allowed in a concrete park is in Abilene," Kirby said. "They opened the park two or three years before ours, and they allowed bikes. They completely tore up the coping and the deck near the coping. The city will never replace it, so we (skaters) don't even bother going there anymore. It's like a drainage ditch, not a skatepark."

Skateboard axles, called "trucks," are constructed of a high-grade aluminum (A-356). This aluminum does not bend, and under stress will actually break. Relative to concrete and many other edge materials associated with skateboard parks, the aluminum surface will actually "grind" off the trucks and onto the edge (which is where the trick "grind" got its name.)

Bicycles used in parks use pegs made from a hardened steel. There are also aluminum pegs available for bikes, but these pegs are used for freestyle tricks and *not* for skateparks.

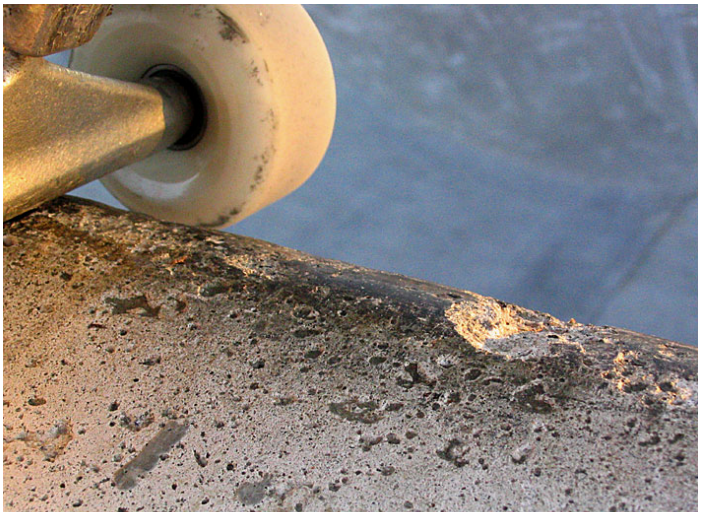
Relative to the edge of skateparks, this hardened steel is far stronger. In this case, the concrete edge is ground off, not the peg. The trick name is still the same (grind) but in this case, the park, not the peg, experiences the grinding. The park surface is ground or chipped away.

Bicycles typically travel at greater speeds and weigh much more than skateboards, resulting in greater force when a bike's metal parts contact the surfaces. Also, inexperienced bikers can typically ride higher and faster than skaters, and they often hang up on, or crash into, the coping and transitions.

Skateboards, in comparison, never contact riding surfaces with hardened metal: in a crash, only the wood and urethane contact the skatepark surface. During a coping grind, the aluminum of the truck hangers contact the surface, but only

Chipped walls: Las Vegas, NV. Even steel pipe coping can't stop damage from bikes. The pipe rattles when a heavy bike hits it and eventually the pipe begins to damage the concrete underneath. This kind of damage wouldn't bother bikes, with their 20" soft-tired wheels; but skateboards have hard 60mm wheels, and these gaps will bump a skater off board.

Photo by John Bracken, courtesy JohnBraken.com



Chunked coping: Sumner, WA. The bike peg hit the coping as the rider was bailing a trick. Chunk fell to the bottom with the bike.

Photo by Brock McNally, courtesy PolicyGov.com

experienced skaters are capable of grinding. Skateboards also have much lower inertia due to lower speeds and weight, resulting in less force when they are involved in a crash.

Bikes routinely shed nuts and bolts, and BMX tires bring dirt, mud and rocks into the skatepark, littering the skate surface with debris that causes smaller, harder skate wheels to stop abruptly, causing crashes and injuries to skaters.

Carolyn Weiss said Eugene's skateparks prohibit bikes, but the rule is not enforced. "Unfortunately, this can create an adversarial situation between skaters, who feel they have the legal right to exclusive use of the park, and bikers, who feel they have a moral right to the park and have no where else to go."

Rod Wojtanik is concerned about the "use of parks by bikes that are too small for the number of users already. Skateparks are popular places and it doesn't take long before they are filled to capacity, then along comes the BMX crowd and the park just got smaller." He has seen bikers dominate skatepark sessions due to their wider lines and the larger amount of space they take up relative to the skaters.

Stay involved during construction

A community's decision to fund and build a concrete park does not guarantee a flawless end product. Architects and contractors who are not experienced with skatepark design and construction can horribly botch a project. Carter Dennis, a veteran skater from San Antonio, Texas, who has traveled the country skating the best concrete parks, and who has a strong background in building wooden ramps and bowls, worked with a local architect to develop the design for Lady Bird Johnson (LBJ) skatepark. The architect, who had never created skate terrain, drafted a design that reflected his lack of experience.

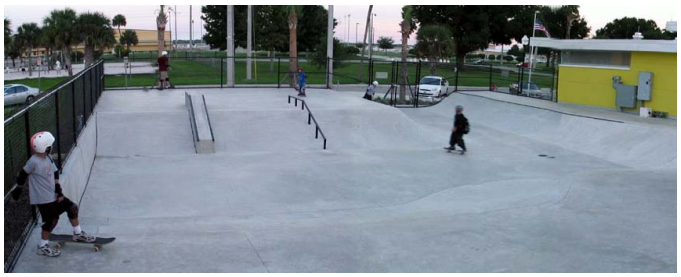
"The dimensions were messed up and not spec'd correctly." Dennis said. The architect specified small diameter pipe for the coping, which Dennis knew would be a serious design flaw. "The small pipe was about the size of a broomstick and is a common flaw you see in many skateparks. You definitely do not want to use small coping in a high-speed bowl park. I informed the architect, but the mistake was never changed in the construction documents," he said.

The LBJ bid was awarded in the fall of 2002 to a local contractor that had no experience in skatepark construction, but had completed many successful park projects. The city and the architect told Dennis they had hired Grindline for the construction, and he thought the Seattle crew would sort out the problems with the design during the build. "It turned out that the contractor had only hired Mark Hubbard of Grindline for four days to consult on the construction." said Dennis. "He came down with his family and stayed on site for four days and did his best to show the local crew how to pour concrete and form transitions." However, four days was not enough time to show the locals how to build an 8,000 square foot skatepark.

Before Hubbard's arrival, the contractor had already installed the small coping half way around the park. The contractor refused to remove the coping and could not understand why it would be such a problem. Dennis said he and other skaters emailed the architect, the city and the local media about the coping situation. The architect feared the media would get involved and halted construction on the park immediately. The

Skateparks for all generations: Klamath Falls, OR. Dan Hughes, 39, skates often with his teenage son. Dreamland Skateparks, a design/build company formed by veterans of the "do-it-yourself" Burnside skatepark project, built this park.

Photo by Steve Betten, courtesy NorthwestSkater.com



Variety and challenge: Orlando, FL. Kids and adults will be learning confidence and growing their skills in this park for many years to come, if the management concessionaire remains in business.

Photos by John Bracken, courtesy JohnBracken.com

small coping was scrapped and proper sized coping was re-installed.

Although Hubbard was able to provide his expertise for a few days, it still did not stop the local crew from making more mistakes. One of those mistakes was ignoring the specifications in the construction documents about the half-inch lip on the coping. Instead, the concrete was poured flush with the coping, so that there was no lip, also known as "noping" (skaters' term for "no coping").

This is a common mistake among inexperienced skatepark contractors: thinking that a smooth edge on the lip makes the bowl safer. When the lip of the coping can't be felt, it is easy to miss, especially when a skater is traveling at high speeds. Skaters need the feedback from a pronounced bump in the coping to let them know when they've hit the lip.

The park also fell victim to other flaws: oversized expansion joints on the decks, kinks on the flat banks and the lack of angle iron on the ledges. Skaters again sent out emails to the city, the architect and the media, listing the flaws and how to fix them. They stressed that if the flaws were not fixed it could become a serious liability issue. The city went back and fixed all of the flaws before opening the park to the public.

The partnership and friendships formed around this high profile fight for a quality skatepark have brought the San Antonio skaters together. They are currently meeting once a week to discuss their next moves, which include forming a non-profit organization that will raise money and awareness for future skateparks. The success of the LBJ Park has caused the city to look into building a much larger regional skatepark.

Private parks: history repeats itself

Some skaters have been around long enough to have seen the skatepark wave crest, break, and build again. Buddy Rawls is now taking his third ride. He and his friends "started out in about '76, in the solid wood board days. We were riding streets, learning tricks like 360s and high jumps, hitting the slalom cones, and downhill."

Soon, the Huntsville, Alabama kids were exposed to the skate media of the day. "We started getting skate magazines, showing all the latest equipment and not just the Christmas catalog boards we were used to. We saw the banks and parks in California and Florida," Rawls said. He and his friends started skating in the local drainage ditches and building banked ramps, copying what they saw in the magazines, and progressed to building 'one-hit' vert ramps (quarter pipes), then on to complete half pipes.

The enthusiastic Huntsville skate scene got the attention of investors, who built one of the best pieces of concrete the skate world had seen. "The Get-A-Way skatepark opened in Huntsville in the spring of 1979, and I was there pretty much the whole time… and I mean from open to close and from opening day almost until the park closed in '83," said Rawls.

Get-A-Way was a serious concrete park with fifteen separate skate areas or runs, including a giant 13-foot deep pool, cloverleaf bowl, capsule-shaped three-quarter pipe, and a snake run. "In hindsight, people with money really tried to jump onto the wave by opening parks," Rawls said, "people looking for tax shelters, and people looking to make quick bucks." As with most of that era's skate parks, Get-A-Way fell victim to soaring insurance rates and lack of paying customers.

Rawls, 39, currently sessions Insanity Skatepark in Madison, Alabama, where a solid crew of older skaters regularly skate the nine foot bowl and full size vert ramp. The park, which opened in the summer of 2003, has a concrete street section with rails and ledges, a big quarter pipe, tombstone and bowled corner. It also features a spined miniramp and a large modular street area.

Insanity is a private park and skate shop, with adjacent miniature golf course, concession stand, and other venues planned for the near future. Rawls said the investors who built the park see the skateboard area as part of the overall amusement complex. "They got a lot of input from the local school kids, but we (older skaters) didn't really find out about the park until they were into the construction," he said. "The majority of the kids they talked to don't even come to the park."

As with any business, knowing the market is key to success. In the case of skateboarding, the media now focus almost exclusively on street skating. There are occasional park and pool photos, but virtually no slalom or downhill coverage. "When you go to a free community park, you see the skate surface packed with the media's stereotype skaters," Rawls said, "But when you go to a pay, private park, you see a very different picture."

"Even here in North Alabama, street skating is the main focus," said Rawls. "You can check out a free skatepark and it will have 50 kids or more skating around, but then you see a very nice pay park virtually unused. It makes you wonder."

Permanent Wave or Ramp Ripple?

John Bracken has seen his share of quality parks during his travels, but he has also sampled some of the worst parks in the nation. Without fail, the worst of the breed are the decrepit ramp parks. "The lifespan of the modular ramps is about two or three years," he reports. "If it gets any traffic at all, it just starts to deteriorate. The screws come loose or break, kick plates come up, and the Skatelite starts cracking around the screw holes."

For some cities, though, pre-fabricated modular components seem like a good investment over a more expensive concrete park. "It's an easy choice, but it comes back to haunt them. I had one parks guy tell me that he wanted ramps because they come with a ten-year guarantee. I had to explain to him that the ramps are guaranteed against defects, but that doesn't cover wear and tear," Bracken stressed.

A few years later, the city may discover that their broken ramps can't be easily fixed, because manufacturers frequently change their designs. When a decision for modular ramps is made, "Basically, you are betting that these guys will still be in business in five years," Bracken added.

Portland's Wojtanik agreed, adding that a ramp park has a limited lifespan. "After the fourth or fifth year... the skaters have really beaten up the frames, the decking and the coping. The park starts to look run down, the skaters stop caring about it as much. They start tagging it, leaving their trash on the ground and basically just hanging out because the park is not fun and it is unsafe to ride. This is when the neighbors start to complain to City Hall that this skatepark idea is a bad idea. Then the city decides not to replace it."

In contrast to this outcome, Wojtanik said a skater-designed, skater-built concrete park is well worth the investment. "It's not a quick, easy, simple solution like throwing down a couple of ramps," he said. "Concrete is hard, it's expensive, and it can't be moved around. But it can be shaped, it can be molded, it can be sculpted into amazing forms. This is the stuff skateboarding was made for."

Warranty... what good is it?: San Antonio, TX. Springtime park sees daily use by bikers and skaters: too much use in the first year for this grind box. ***PlayWell Group's owner:*** *"...this could only happen via vandalism... Our warranty covers manufacturer's defects. Vandalism of course isn't covered and neither is maintenance."*

Photo by Carter Dennis, courtesy San Antonio Skateboarding: sk8sa.org

The popularity of skateboarding waxes and wanes, but it comes back stronger every time. There are now enough public concrete skateparks in the U.S. that skateboarding will never die out to the extent it did in the late 1980's. Skating is here to stay. Public skateparks should reflect and respect this reality. Investing in a concrete park will guarantee that the city is prepared for the next several generations of skaters. Public concrete parks that were built in the 70's and 80's are still being skated, long after the temporary ramps have faded, rusted and rotted away. If a city is serious about its commitment to skating as a healthy, fun activity, that city should back their commitment with a first class, permanent concrete skatepark.

Notes:

[1] U.S. Consumer Product Safety Commission, National Electronic Injury Surveillance System

Resources:

http://www.sleestak.net
http://www.skatepark.org
http://www.johnbracken.com
http://www.skateoregon.com
http://www.pdxskaters.org
http://www.concretedisciples.com
http://www.sk8sa.org
http://skateboardalliance.org
http://austinpublicskatepark.org

Concrete Skatepark Design/Build teams:

http://www.airspeedskateparks.com
http://www.rcmcsk8parks.com
http://www.dreamlandskateparks.com
http://www.skatedesign.com
http://www.grindline.com
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