

LET'S 
OAKLAND

2019 Oakland Bike Plan
Public Outreach Summary

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East Oakland Collective Community Workshop

Wednesday, March 21, 2018

6:00pm - 8:00pm

East Oakland Boxing Association, 816 98th Ave, Oakland, CA

Number of community participants: 32

Candice Elder, Founder and Director East Oakland Collective

Sarah Fine, Senior Transportation Planner, Oakland Dept. of Transportation (OakDOT)

Ryan Russo, Director, OakDOT

Bill Gilchrist, Planning Director, City of Oakland

Introductory Remarks

Candice Elder welcomed participants to the workshop and introduced the mission of East Oakland Collective. Sarah Fine introduced OakDOT, provided an overview for the City of Oakland Bicycle Plan process. Ryan Russo introduced the more general work of the Oakland Department of Transportation within the City. One audience member remarked that they were skeptical of the process, citing that if OakDOT is already going forward with the plan, they were uncertain that their input would actually influence the plan. Ryan Russo was joined by Bill Gilchrist in discussing the City of Oakland's commitment to improving community dialogue in decisions that affect residents in East Oakland. The Bicycle Plan is one of the first opportunities to demonstrate this new commitment to listening and meeting the specific needs of Oakland's diverse neighborhoods.

Small Group Activities

The workshop attendees split between three stations: types of bikeways, community profile and anti-gentrification, and bicycle collisions. Each station had an EOC facilitator and an OakDOT or consultant staff acting as notetaker. Attendees switched tables once during the small group session.

Station 1: Types of Bikeways

East Oakland Collective Staff: Marquita Price

OakDOT/Consultant Staff: Ben Frazier (Alta), Brett Hondorp (Alta), and Hank Phan (OakDOT)

Common Themes

Do not want bike share in its current form. Participants highlighted that they thought East Oakland community members are not opposed to new infrastructure and amenities like bike share, but does not want them in their current form. Bike share can bring many benefits like exercise and increased mobility options to a neighborhood, but this community doesn't want Ford or another company profiting off of them. Participants noted they would like a community bike share system that they own, operate, and maintain. Community benefits should benefit the community in all ways, including financially and these benefits should be tailored to the specific community and not just be generic benefits. As one workshop participant said "don't give the community fish, teach them how to fish" or in terms of bike share, don't give the community bike share, help us run our own bike share. Workshop participants also really appreciate the flexibility of dockless bikes, as opposed to more rigid dock-based systems.

Dislike current design of Telegraph Ave. Workshop participants did not like the design of Telegraph Avenue. Not only does the community feel that the street was not made with Oakland community members in mind, but also had concerns about many design aspects of the corridor (pedestrian crossings, planter boxes, safety, intersection design, etc.). The community is open to Class IV Separated Bikeways, but much more caution, care, and community input needs to be put into the design of these facilities. This will help ensure that both they are of an improved more functional and safer design that serves all roadway users (people walking, biking, taking the bus, and driving), but also that it serves the people of Oakland; not just those passing through or commuting.

Areas with transportation challenges. Throughout the course of the evening, there were some streets and areas that came up repeatedly as being very difficult to traverse using active transportation. These areas included:

- Hegenberger Road
- 98th Avenue
- San Leandro Creek (and more generally access to the Estuary, Bay Trail, and other recreational areas)
- Access to commercial, retail, or educational areas

Station 2: Community Profile and Anti-Gentrification/Anti-Displacement

East Oakland Collective Staff: Elisa

OakDOT/Consultant Staff: Beth Martin (Alta), Jeff Knowles (Alta), Sarah Fine (OakDOT)

Common Themes

Ford GoBike is not for East Oakland. Many participants articulated that Ford GoBike does not serve East Oakland community members, nor do they want Ford GoBike stations in their neighborhoods. Some articulated that Ford GoBike represents gentrification to them, and that this model of shared bikes does not bring the East Oakland community together. Others indicated that the Ford GoBike model is not tailored to the needs of East Oakland community members. They discussed some qualities of a bike share system that would better suit East Oakland: bikes should be attainable without a credit card, people should be able to sign up for a membership at a corner store, and there should be more trees and less metal bike docks lining streets, for example.

Bicycle investments must serve Oakland youth. A number of workshop participants stressed that the outcomes of the bike plan must serve Oakland youth and that this outcome would serve to measure the success of the plan. Some participants noted that access to bikes and bike education must be accessible to all youth, not just those who attend schools with more time or resources to invest in bicycle education. One participant noted that the Safe Routes to School program run by Alameda County is currently “opt-in”. A couple participants highlighted that Oakland youth bike now, but there are systemic factors that have “boxed kids into staying inside” specifically low income and POC youth in Oakland. They stressed the equity issue that arises when bike lanes are only made for newcomers and not for youth. The group discussed creating a stronger relationship with Oakland Unified School District (OUSD), and hosting additional public outreach in schools and community centers to reach young people.

Transparent Bike Plan process. Participants questioned how their comments and discussion would be used to influence the Bike Plan. One participant was concerned that the notes from that night would be compiled as a “laundry list” of comments but not prioritized by consensus or importance. The Oakland Bike Plan team and participants brainstormed ways to prevent this from happening. One idea included bringing back comments heard that night to a second round of workshops - where participants could vote for the issues they felt were most important. Other ideas included shaping the next round of workshops so participants could have a deeper role in the decision making process for recommendations within the plan.

Station 3: Bicycle Collisions

East Oakland Collective Staff: Nick Houston

OakDOT/Consultant Staff: Joël Ramos (TransForm) and Lily Brown (OakDOT)

Common Themes

Under-reported data because of police concerns. Participants at this table discussed how the data on collisions in East Oakland was less than they anticipated. They noted that a key reason for this could be that the current collisions data only looks at data that is reported through police reports. They discussed that East Oakland community members may be less likely to report a collision because of general fear or concern of being harassed, mistreated, or arrested while interacting with police. Additionally, those that are undocumented do not want to report a collision to OPD. Many of the participants expressed a desire to report bicycle collisions through a system that did not involve communicating with law enforcement.

Concern of police discrimination deters people biking. More generally, participants discussed how some people in East Oakland do not want to bike because they are concerned with being arrested, pulled over, or harassed by police.

Expose Oaklanders to the benefits of biking. Some participants thought the Bike Plan should include programming that expose people to the benefits of biking. They stated that currently there is a huge range of knowledge of biking, and people could benefit from classes (such as how to bike safely) and a general awareness of some of the health benefits of biking.

Closing Remarks

All participants reconvened and the EOC facilitator and Oakland Bike Plan staff reported their main discussion points to the larger group. Participants were, in general, interested in what the next steps were and how the recommendations within the plan would be made. A few participants suggested having community group members “in the room” or otherwise more involved than they are currently slated to be when the discussions and recommendations are being made.

Cycles of Change Listening Session

Tuesday, April 24, 2018

6:00pm - 8:00pm

EastSide Arts Alliance, 2277 International Blvd, Oakland, CA 94606

Number of community participants: 31

Introductory Remarks

Phoenix Mangrum, Cycles of Change

Sarah Fine, Senior Transportation Planner, Oakland Dept. of Transportation (OakDOT)

Phoenix from Cycles of Change welcomed participants to the listening session and thanked people for coming - introduced people from the OakDOT, Alta, and TransForm and had them explain their supporting role. Sarah Fine provided an overview of the City of Oakland Bicycle Plan process and the mission of these listening sessions. Brett Hondorp provided an introduction to the technical and managing role of Alta Planning + Design. Joël Ramos from TransForm explained the organization's role in supporting a more authentic community engagement. Phoenix asked participants to go around the room and introduce themselves. Benji Rouse from Cycles of Change explained how the different small group discussions and the flow of the evening.

Small Group Discussions

The listening session attendees split between five stations: types of bikeways, community profile and anti-gentrification, and bicycle collisions. Each station had a Cycles of Change facilitator as well as supporting staff from OakDOT, Alta Planning or TransForm. Attendees switched groups every 20 minutes, participating in all four groups.

Discussion Group 1: Equity

Cycles of Change Staff: Chris Corral

TransForm/OakDOT/Consultant Staff: Beth Martin (Alta)

Common Themes

Differing ideas about bike infrastructure in East Oakland. There are varying ideas from participants on what bike infrastructure should look like in East Oakland. For example, one attendee pointed out that they love that there are so few bike lanes in East Oakland, and it is a sign that the area (as compared to areas like West Oakland) have not been as heavily gentrified. Another participant who bikes with their kids as their main form of transportation indicated that more separated and comfortable bike lanes in East Oakland are very important for her family's safety. In response to a question about the geographical distribution of funding from the plan, many said they would like to see all or almost all of the funding focus on East Oakland. There seemed to be more of a consensus that infrastructure funding and projects in East Oakland would have to be guided by authentic engagement from East Oakland residents.

Youth-led bike education. Participants across all of the rotations highlighted not only the importance of including youth voices within the Bike Plan, but the opportunity for bicycle education in Oakland to be led by youth. There is a strong presence of biking among Oakland youth; three students in one group are fixie bike riders that ride together around the neighborhood. Multiple adults mentioned they feel like they have a lot to learn from young people about biking, and would like to see youth-led bike education. As one attendee said, "I don't even know what fixie bikes are, but I would be really interested in having these students teach more about these bikes and the way they ride."

Deep engagement with East Oakland community. Throughout the course of the evening, many participants indicated that bike infrastructure and projects in East Oakland should be guided by input from residents in the area. For some, the placement of Ford GoBike stations in their neighborhoods is an example of lack of engagement with residents before placing something they are not interested in. When one group was asked what deeper engagement would look like, an attendee suggested it should include hiring local black and brown residents to knock on doors and speak with neighbors to make sure a broader range of voices are heard.

Station 2: Anti-Displacement

Cycles of Change Staff: Benji Rouse

TransForm/OakDOT/Consultant Staff: Joël Ramos (TransForm)

This table focused specifically on anti-displacement and gentrification as it relates to bicycling. To start the conversation, participants introduced themselves and how many years they have lived in Oakland. 40% of participants have lived in Oakland their entire lives, and 30% identified as having lived in Oakland for 10+ years.

Bike lanes protect, but also represent gentrification. Participants spoke about their experience seeing change and gentrification in a neighborhood after bike lanes are built. Many felt tension between these changes impacting their community and also their desire to have bike lanes to feel seen, safe, and protected while riding.

Pit stops for riders. Participants were interested in having pit stops for bike riders that would include bike parking, places to fix a bike (with patches and pumps), and more generally a rest area that is youth-friendly.

Decriminalize biking. Attendees felt that biking currently provides another opportunity for police to criminalize people of color. The group shared examples of the police pulling over POC folks biking for not having lights, or taking bikes from kids. There was a consensus that their needs to be work done to decriminalize biking in East Oakland.

Services rooted in POC and family-owned bike shops. Participants felt that the Bike Plan needs to lift and focus on bicycle services by black and brown and family owned bike shops in Oakland.

Summer jobs for youth.

Station 3: Welcoming, healthy and livable streets

East Oakland Collective Staff: Eugene

OakDOT/Consultant Staff: Jeff Knowles (Alta)

Common Themes

Need protected and consistent bike lanes. Participants at this station discussed that fragmented and unprotected bike lanes make it challenging to feel comfortable while biking. For example, people mentioned that while there are bike lanes on 12th Street in East Oakland, the single white line does not make riders feel protected from the aggressive and fast moving car traffic. Participants would like to see these routes have bike lanes that are consistent and more separated from traffic.

Lack of secure bike parking prevents people from biking. A lack of bike parking at desired destinations was seen as a barrier to biking. Participants indicated that many buildings will not let you take your bikes inside, yet leaving your bike outside or near BART stations leaves it exposed to bike theft. Bike stations and bike lockers can be helpful, but they often fill up or are hard to use. Some people mentioned they would like to see more bike parking at grocery stores and stores, such as at the Oakmont Mall.

Expose Oaklanders to the benefits of biking. Some participants thought the Bike Plan should include programming that expose people to the benefits of biking. They stated that currently there is a huge range of knowledge of biking, and people could benefit from classes (such as how to bike safely) and a general awareness of some of the health benefits of biking.

Station 4: Programming

East Oakland Collective Staff: Phoenix

OakDOT/Consultant Staff: Brett Hondorp (Alta) and Lily Brown (OakDOT)

Common Themes

Support bike shop programs for youth. Participants at this station discussed the success of the Bikery model for supporting youth development through bike mechanic education. Many were interested in expanding models like this into schools, citing the example of a program at Castlemont High School. This is in line with other discussions about how bike funding should ultimately support the employment of long-term POC residents.

Support youth and POC Oaklanders to become League Cycling Instructors. Many jobs in bike education require people to be League Cycling Instructors, which requires people to attend a 3-day \$350 dollar training. This financial barrier has prevented more people from becoming LCI-trained. Participants were interested in supporting a greater diversity of people (age, gender, race and ethnicity) becoming LCI-trained and becoming paid bicycle educators.

Support mechanic programs for adults. There was a meeting-wide discussion of bike mechanic programs for adults, including with our unsheltered neighbors in homeless encampments. Attendees indicated that there are usually already a few people in each encampment who have bike mechanic knowledge.

Closing Remarks

All participants reconvened and the Cycles of Change staff reported their main discussion points to the larger group. Participants were, in general, interested in what the next steps were and how the recommendations within the plan would be made. Cycles of Change staff expressed their gratitude for participants to take the time to attend the listening session.

Outdoor Afro Community Workshop

Saturday April 7, 2018

11:00AM-1:00PM

Transform: 436 14th St. Suite 600 Oakland, CA

Number of community participants: 8

Introductory Remarks

Julius Hampton, Outdoor Afro

Joel Ramos, Transform

Sarah Fine, City of Oakland Department of Transportation

Jeff Knowles, Alta Planning + Design

Julius from Outdoor Afro welcomed all of the guests and led group introductions of the community participants and City of Oakland and consultant staff. Jeff Knowles, Joel Ramos and Sarah Fine provided an overview of the Let's Bike Oakland process and what other outreach events had already occurred.

Discussion Topics

The event was originally designed to have participants break into three groups and each group would rotate around three stations. With the smaller group that was there on Saturday, it was decided to stay as one group but to spend time discussing each of the following three subject areas:

1. Recreation Access/Safety/Infrastructure
2. Equity and Access
3. Women Biking and Gender-related Issues

Topic 1: Recreation Access/Safety/Infrastructure

Discussion Lead: Jeff Knowles

Common Themes

The Biking Culture Starts at Youth. One of the first topics that was discussed, was what got participants into bicycling and/or the outdoors. Almost everyone in the room suggested that their love of the outdoors and related activities started as kid, either through a school program, summer camp, YMCA/Boys and Girls Club, or other similar ways. This spurred a discussion about the importance of youth programs that can provide these types of activities and programs and ones that can help ensure that kids who want a bike (and helmet and other accessories) have access to them.

Biking on Arterial Roads. It was discussed how the profession of active transportation planning is moving towards creating all ages and abilities networks, which consist of a variety of facility types including Class IV separated bikeways and Class III bicycle boulevards. Participants discussed the shortcomings of Telegraph Avenue and its design. One notable critique was that community members believe that Telegraph Avenue, and other bikeway projects, feel like they “were not built for them.” It was also discussed how participants do not really like the concept of parking protected bikeways due to concerns about being doored and vehicle encroachment. Consultant staff discussed design options that can minimize those concerns.

The topic of prioritizing streets for specific modes was also discussed. Many of these community members believed that arterial roads should be prioritized for cars and car parking because off the businesses and uses that front them and bikes should be prioritized on a parallel road. Community members were concerned about conflicts with parked cars and AC Transit buses and especially concerned about the impacts that bike facilities will have on adjacent businesses.

This sparked an interesting discussion about the “place” of bicycles on Oakland streets. Some community members tried to draw an equity comparison: “Equity is not everything for everyone at the same time. You can’t have facilities for all modes everywhere.” This was countered with the correct legal understanding that “bicycles are entitled to that road space just as much as vehicles.” This is a debate that many cities have and will continue to struggle with, especially on popular commercial or other thoroughfares.

Terminology. Active transportation, like many fields, has a lot complex topics and unique and sometimes unintuitive terminology. One suggestion that was raised and liked by fellow community members, was to stop using the “standard” bikeway language and instead use terminology that is easy for the general public to quickly read and comprehend. For example, someone said for them that “buffered bike lane” implied that there was more separation than a “separated bikeway,” which is the opposite of what the facilities actually provide.

Paving. While poor pavement conditions can be detrimental to the operation and maintenance of automobiles, bicycles are especially vulnerable to these conditions. Ensuring that streets are regularly repaved and in good working order, especially on streets with

bicycle facilities, is critical to a successful and operational bikeway network. This would also help residents feel reassured that the bond money they voted to tax themselves is noticeably being put to its intended use.

Trails: Attending community members stated that trails in Oakland are generally a pretty good experience, as they are a smooth and peaceful place to ride without cars. Attendees pointed out that there are very few or no trails in certain parts of Oakland; limiting access to these facilities. They also stated how segments of Oakland's Bay Trail are not in as good condition as segments in other cities. They also noted that it lacks sufficient wayfinding, which is especially important in street-running segments of the Bay Trail. It was also mentioned how there is no unified connection between the hills and the water. A key crosstown east-west connection could work to connect people and destinations.

Shifting Modes. Many of those in the room were open to the concept of bicycles becoming an increasingly important part of their transportation choices but expressed many concerns about progressing towards executing that. One participant stated that she "just wants to have to use my car less." This echoed a sentiment that there are issues with roadway conditions, lack of safe bikeways, and a lack of sufficient amenities (bike parking, bike shops, and bike self-repair/fix-it stations).

Having improved multimodal connections and options was also noted as a strong desire from attending community members. Improved connections to and enhanced facilities at BART stations, in addition to an improved citywide network of bicycle facilities and amenities, can also improve access to AC Transit and other transit services. [It was also suggested that more frequent AC Transit service would also be beneficial.]

Many community members also expressed concerns about the behavior of motor vehicle drivers. Many participants reported they do not enjoy and do not want to ride with fast moving traffic and high volumes of traffic.

They also noted that for the community to really embrace and utilize these facilities, the community needs to feel empowered. They need to feel that the facilities were designed and built for them, and they need to have access to bikes and other amenities so that they can properly utilize the facilities. A component of this needs to include marketing and community outreach.

Topic 2: Equity & Displacement

Discussion Lead: Joel Ramos

Common Themes

Who Does Biking Serve? Where do Bikes Belong? "Bicycling is about more than just commuting. It has a wide array of uses and benefits," was one of the key takeaway points from this discussion. This related back to earlier topic about designing facilities for the

community (not just commuters) and making them feel empowered to use it. This is part of the negative sentiment about Telegraph Avenue.

The allocation of road space topic came up again with this session. This led into a discussion about both driver and bicyclist education. There was a desire for the DMV to do a better job at educating all roadway users about bicycling. It was clear that these community members feel that some bicyclists do not show respect to other roadway users (running stop signs, not yielding, etc.), and that this behavior should also try to be corrected.

Communication was another key discussion item. It was suggested that when the City does make roadway changes, that the changes need to be accompanied by a PR campaign that explains both the purpose of the changes and how to use the new roadway configuration. This could “turn it from a moment of fear to a dialogue communicating that these are for you too.”

Concerns for Local Businesses. Many of these community members expressed concerns for local businesses regarding the potential negative effects installing bicycle facilities could have on them. It was discussed how community and business input needs to be incorporated into the design of the facility to ensure that their needs continue to get met.

Equity Among Children and Students. We also returned to one of the topics mentioned earlier about ensuring that students have access to outdoor activities and safe bicycling opportunities. As a part of this conversation, it was brought up how not all camps and programs provide the same opportunities, and that some programs may require some sort of fee which can be limiting for some community members. Some present community members suggested that programs should be incorporated with Oakland Unified (or Alameda County Safe Routes to Schools) to reach the greatest number of students. The program should do more than just provide kids with opportunities but should teach both riding and respect.

Topic 3: Women Biking & Gender-related Issues

Discussion Lead: Joel Ramos & Sarah Fine

Feeling Comfortable. One of the female community members who was present (and others agreed) discussed how one of the things that made her more comfortable going out and biking was learning how to perform basic repairs herself. It was discussed how this could be accomplished through free or low-cost classes combined with the installation of bike repair stations throughout Oakland. It was also brought up how the city could partner with organizations like Girls Inc. to further support and promote bicycling for youth.

It was also discussed how making Oakland a more multimodal and connected city would also make bicycling more comfortable and practical. For example, a wide-reaching and somewhat frequent bus network would provide a safety net to get home if a bicyclist gets a flat tire, feels tired or sore, or has other issues, one attendee mentioned.

Safety. “Safety is the biggest issue,” one community member remarked. This includes issues related to biking at night, roadway conditions and design, and other issues. Feeling comfortable riding (utilizing some of the aforementioned techniques) would help women riders feel safer. Ensuring that streets are well lit would also help at night.

One thing that all of the women in the room agreed with was that, seeing other women bike around Oakland is one of the best visual cues that can encourage other women to bike.

East Oakland Collective Design Lab

The East Oakland Design Lab was held on Saturday June 30th at Cristo De La Salle High School. The Design Lab ran from 10:00 AM to 2:00 PM. Community members were able to design their preferred bikeway on major East Oakland corridors, identify challenges to bicycling in neighborhoods, and help the City brand bicycle infrastructure to make it culturally relevant. Attendees could choose which stations they wanted to visit and engage with City Staff, the consultant team, and EOC staff. Design Lab stations included:

- Repaving Station
- Programs Station
- What's Next Station (Capital Budget Process)
- Enforcement Station
- Bikeshare Station & Demonstration

Each station provided feedback on specific areas of bicycling and related-activities. Through the Design Lab activity, attendees were able to better demonstrate their preferences for roadway design and learn about many of the design considerations and tradeoffs that can occur when redesigning a street. The Repaving Station provided updates on Oakland's Repaving Program, more specifically the "Summer of Paving" initiative. Residents continued to clearly express the need for better, smooth streets as one of their top bicycle-related priorities.

The Programs Station gathered input about how residents believe the City should make investments that lead to job creation in the local bike economy and support an inclusive bicycling program for Oakland youth. Programs were contextualized within the Equity Framework. Residents stated that programs should be locally-operated with some sort of community-ownership and connection.



The Bikeshare Station provided an overview of the current state of bikeshare in Oakland and to discuss the future of e-bikes and dockless bikeshare systems. The community wanted more engagement earlier on in these processes and wanted to create bicycle opportunities with greater community-ownership/benefits (i.e. local jobs, mechanics, marketers, etc.) The three types of Ford GoBikes (standard and electric docked and dockless) were present for attendees to test.

At the Enforcement Station, attendees could review statistical information received from the Oakland Police Department about the policing practices that have disproportionately targeted people of color. There were discussions on how the City can work with communities to help develop policies that address this issue.

The What's Next Station provided residents with an opportunity to learn about the Oakland Capital Improvement Plan (CIP). Residents provided feedback on various components of the process and how it could be improved to better support the needs and desires of local community members.

Key Takeaways

- Recommended programs were well received by Design Lab attendees. Programs that build upon the existing bike culture and helped youth biking were identified as the most important. Design attendees felt there needed to be a comprehensive suite of programs that address education, encouragement and promotion.
- Police profiling must be addressed through the Bike Plan. As the plan moves forward, attendees thought it was critical for OakDOT to be in conversation with the Oakland Police Department and community members to develop solutions that work towards eliminating the racial discrepancies with bike-related stops.
- Future iterations of bikeshare need to have community ownership. As bike share (and other personal mobility devices) continue to spread, attendees stated that the City needs to take thoughtful and deliberate steps to work with the community as early in the process as possible to help develop a system that serves their needs. The systems should provide more than just mobility options, but should be a part of the community; generating local bike-related jobs and other opportunities.
- Designing for transit-friendly streets, center running bike facilities, and urban greenery were frequently mentioned as part of the Design Lab activity. Some attendees felt the City needs to do a better job, at the project level, of explaining constraints, opportunities, and design decisions.
- The Bike Plan should develop projects and programs that are community-driven and support the local economy, while following through on implementation and repaving East Oakland streets.

Scraper Bike Team Bike Tours

Pothole City Part 1 Ride: Saturday June 16, 2018

Pothole City Part 2 Ride: Saturday, October 20, 2018

The Scraper Bike Team hosted two bike tours over the course of the Bike Plan. In the first ride, held in June 2016, the Scraper Bike Team hosted OakDOT Staff, consultants and the public on a ride showcasing where they ride most frequently, and where they see the highest need for new and improved bikeway facilities.

The second Scraper Bike tour held in October 2018 led participants on some of the proposed bikeways in East Oakland, looking at the connections between the Scraper Bike Team's bike shed and home base, and nearby libraries, parks and schools. The ride highlighted some of the pavement quality and pothole issues, and challenging intersections that future bike infrastructure will have to address.

