

2
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City council's vote to establish bicycle lanes on the King Street hill without first having established metrics is problematic. One metric – not the only one – T&ES should be using to gauge the efficacy of the bicycle lanes pilot I would propose is the mathematical ratio of the number of bicycles relative to the number of motor vehicles relative to the respective lane widths. This metric evaluates the percentage of vehicles disaggregated out of the general traffic flow by installing bicycle lanes.

Failure to include this metric is suggestive of a skewed evaluation designed to justify the decision city hall had already made, rather than to fairly assess it. The fact that the city council made the decision w/o having pre-established metrics, then ordered a pilot, like the Queen of Hearts' "Sentence first, trial after!" suggests that city council wanted to justify the decision it had already made.

A *bona fide* and open process would establish the metrics first, both what is measured and what standard constitutes "success" BEFORE gathering data. Otherwise, if data are gathered first, my concern T&ES can structure the evaluation of the pilot around what the data show to justify the pre-determined outcome, which is a rigged, rather than an open, process.

That is why I believe T&ES evaluation of the King Street Hill bicycle lanes should incorporate the metric I am suggesting and the bicycle and pedestrian master plan should set forth the metrics before any further data are gathered. Metrics mean (1) what is to be measured, (2) when, how, etc it is to be measured, and (3) what standard must be met to constitute success.

On another topic, I believe the bicycle and pedestrian master plan should encompass other miscellaneous forms of travel, such as skateboarding/longboarding and roller skating, which we are increasingly encountering on our streets as *bona fide* methods of transport and push-scooters, which we are increasingly encountering on our sidewalks as a method of transport.

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