

## ***Appendix Q***

### **Non-Parameter Service Recommendations**

Recognizing that traffic congestion has, and will increasingly have, a negative affect on the FCPS Transportation Department's (TD) ability to deliver service, the TTF Tweak Committee made the following non-parameter recommendations. The Task Force as a whole believes the School Board should review each and seriously consider them.

#### **Consortia**

The FCPS should continue and, preferably accelerate, the process of decentralization and diffusion of special courses and programs, as well as the use of electronic instruction, so all students have opportunities available in either base schools or close locations. By "all students," the TTF means that this should extend to high, middle, and elementary schools so each Cluster/Pyramid is self-contained. The goal is to reduce the number and length of bus rides to reduce bus costs, better preserve communities, and enhance instruction.

#### **Alternative Transportation Methods**

FCPS should link transportation alternatives with the Fairfax County government's 20-year environmental plan or "cool counties initiative". FCPS should make a long term commitment to change attitudes by developing a partnership with the PTAs to encourage alternatives to school buses and Kiss-and-Ride, such as "Way to Go" in Richmond, BC, Canada and "Safe Routes to School" in Arlington, County, VA. Alternatives should include "safe walking" to school, riding bicycles, and more. The community can and should be educated in these and other areas. Some suggested sources are on the TTF webs site. FCPS also should survey students on why they travel to school the way they do and what alternative methods they would consider taking.

#### **Thomas Jefferson High School for Science and Technology (TJ)**

TD should have one route supervisor whose duties include all of TJ, rather than spreading this one school over several people. Allow students to select their bus stops or centralized pick-up points. TD should work with TJ students, staff, and PTA in developing routes, including busing TJ students on buses carrying middle and elementary school students, and using modes of public transportation.

#### **Efficiencies**

TD should consider decentralizing fleet mid-management. This concept has merit and should be examined. TD should ensure, to the extent possible, that overnight bus parking is convenient to the drivers. TD should develop centralized fleet dispatching and invest in communications technology that maximizes flexibility in daily utilization of the bus fleet. TD should continue to develop its analytical capacity to utilize the computer to determine bus routes and stops to maximize the optimization of the transportation system and identify problems/issues that adversely affect optimization.