



Fairfax County Public Schools

Transportation Task Force



Transportation Task Force



Agenda

- 7:00 pm Report of Last Meeting**
 - 7:15 pm MPS Presentation**
 - 8:15 pm Question & Answers**
 - 8:45 pm Meeting time coordination**
 - 9:00 pm Summary**
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Fairfax County Public Schools
**Transportation
Task Force**



**7:00pm-7:15pm
Report of Last Meeting**



Fairfax County Public Schools
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**7:15pm-8:15pm
MPS Presentation**



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Transportation Task Force
Discussion of Objectives

Tom Platt

Management Partnership Services, Inc.
November 19, 2007



Service Levels and Cost

- Transportation can do anything you want... but not everything you want:
 - Service requirements define the level of the water
 - System design defines the strength of the dam
 - Base conclusion of MPS studies:
 - A combination of small changes to water levels (service compromises) and height of the dam (increases in cost) have been keeping the system in balance
 - Any major change to service requirements will require a major redesign of the system - cannot simply add to the height of the dam by increasing spending

Transportation is an exercise in constrained optimization



Complexity of the Analysis

- Transportation *is not* complex – just buses and time (fill it up and reuse it)
- Transportation *is* complex – 100,000+ students, 5000+ bus runs, 200+ schools and programs (variables)
- Transportation *is* complex – acceptable bell times, allowable walk distances, maximum ride times, arrival and departure windows (constraints)
- Large number of possible permutations precludes definitive macro analysis (must be determined at the student level)
- Large scale changes (e.g., major bell time shifts) will generally preclude maintaining the integrity of the existing system



Defining Service Levels

- A workable solution cannot be found until the underlying constraints are defined
- What services are to be provided?
- Examples for discussion:
 - Seattle Public Schools
 - Jefferson County Public Schools (Louisville)
 - Province of Ontario transportation consortia
 - School District of Hillsborough County (Tampa)



Cost Impacts: Service level questions

- Who gets transportation service?
- Where are they relative to school?
- What are the bell times for their schools?
 - What is the length of their instructional day?
- How long can they ride?
- What modes of transportation can they use?
- How long before school starts can they be dropped off? How long after school ends can they wait for transportation home?
- How far can they walk to a bus stop?
- What is the earliest/latest they can be picked-up/dropped off?
- With whom can they ride?



Cost Impacts: Service design questions

- What are the environmental constraints?
 - Geography
 - Traffic
 - Stop placement
- What routing strategies will be used?
 - Tiering
 - Dedicated bus runs
 - Combination bus runs
 - Shuttles and transfers
- What technology will be used?
 - "Visualization"
 - "Optimization"
- How will the system be organized?
 - Span of control
 - "Big picture / little picture"



Suggested Approach

1. Prioritization of service requirements (Task Force)
2. Modeling to estimate cost impacts and ability to meet desired service requirements (Staff)
3. Approval of system service framework / policies (School Board)
4. Redesign of system for *future* implementation (Staff)

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Transportation Task Force



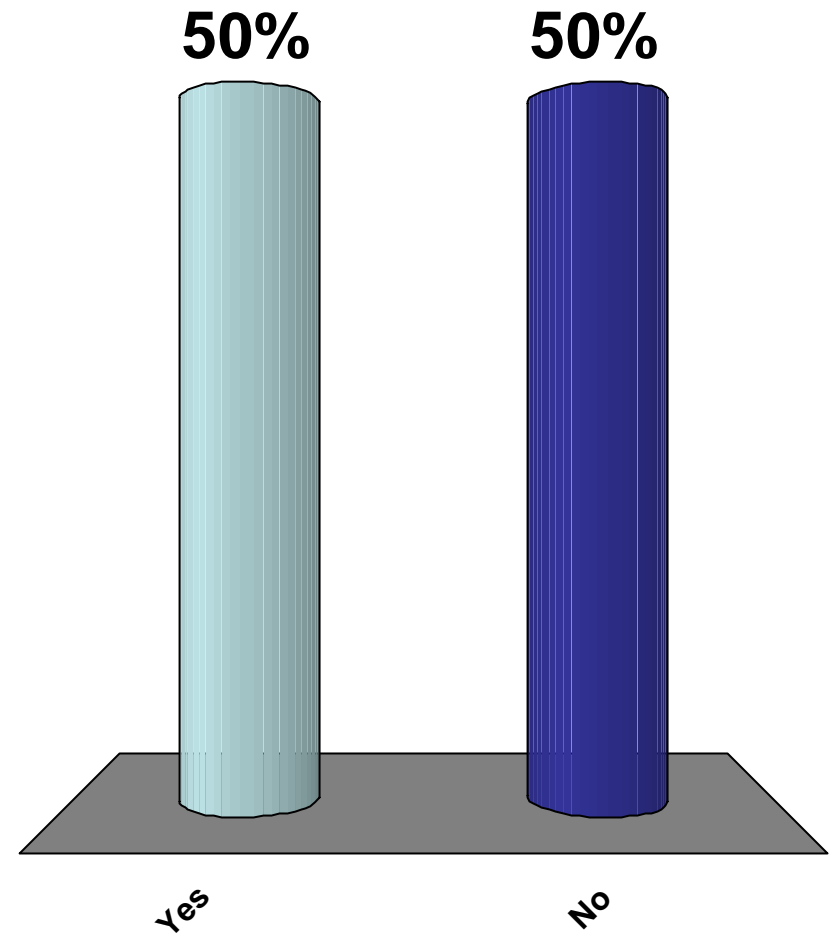
Questions & Discussion





Do you agree?

1. Yes
2. No



Weeknight or Saturday?

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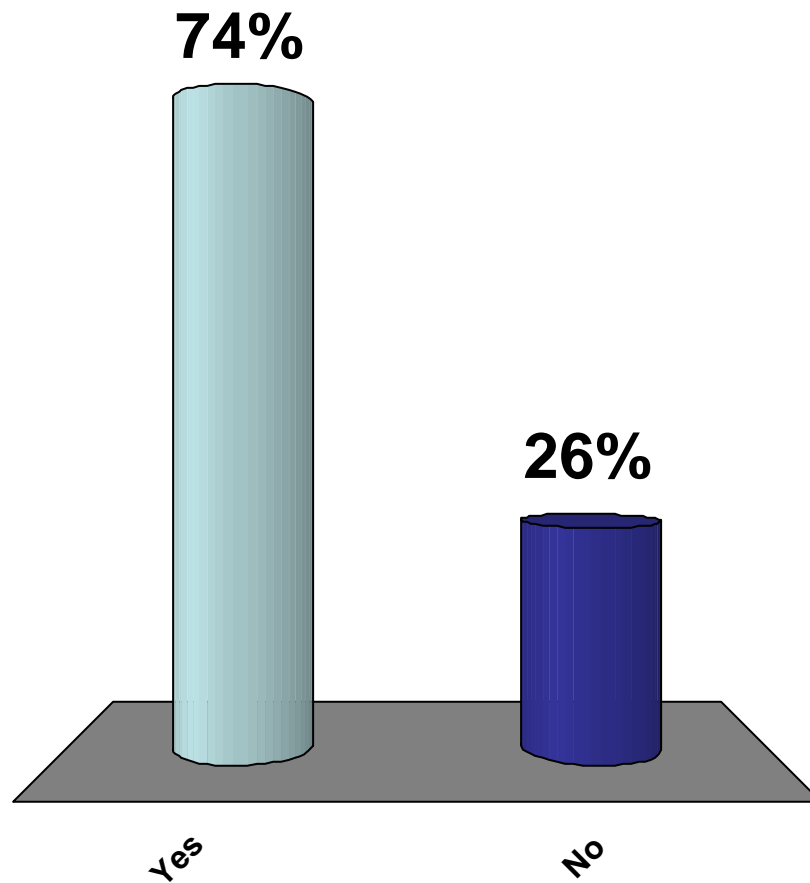


1. Weeknight
2. Saturday

Sat 1st? Transportation Task Force



1. Yes
2. No



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**8:15pm-8:45pm
Question & Answers**



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The next meeting date has been set for Saturday Dec. 8th, while this time might not be ideal I plan to attend this meeting.

1. Yes
2. Don't know
3. No



The meeting to review our preliminary recommendation is set for the 11th of December, while this date is not ideal I plan to attend this meeting.

1. Yes
2. Don't Know
3. No

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8:45pm-9:00pm Summary



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9:00pm

Adjourn Meeting

