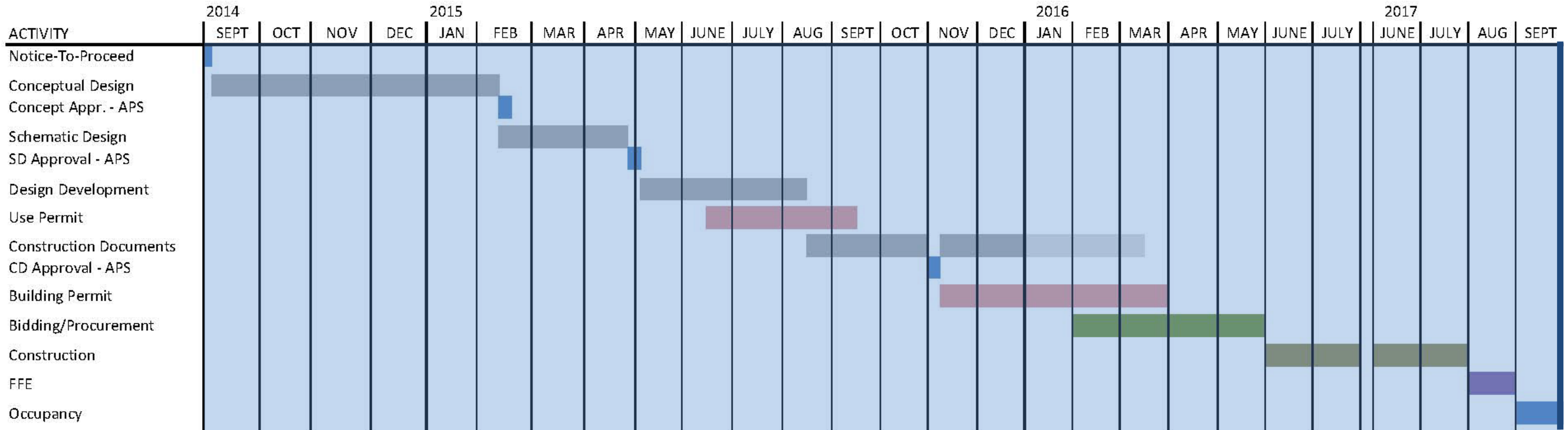


SEPTEMBER 11 2019

ABINGDON ELEMENTARY
SCHOOL

FCA LISTENING SESSION
ARRIVAL/DISMISSAL STUDY UPDATE





PROJECT MILESTONES:

- **BLPC / PFRC Start – September 2014**
- **Concept Design Submission to APS Board - Information – March 10, 2015**
- **Concept Design Submission to APS Board - Approval – March 19, 2015**
- **Schematic Design Submission to APS Board - Information – April 23, 2015**
- **Schematic Design Submission to APS Board – Approval – May 7, 2015**
- **Design Development – August 2015**
- **Use Permit – September 2015**
- **Building Permit – October 2015**
- **Construction Documents – February 2016**
- **Bidding – February 2016**
- **Construction – April 2016**
- **Occupancy – September 2017**

ARRIVAL & DISMISSAL: USE PERMIT

Re: Task 4: Arrival and Dismissal Procedure Evaluation

Use permit condition #63 for Abingdon Elementary School required Arlington Public Schools to review and study the operations and impacts of its student drop-off and pick-up procedures. Toole Design Group participated in a scoping meeting via conference call on April 26, 2019, between Arlington County Department of Environmental Services and Arlington Public Schools staff, and a scope of work was approved the following week containing detailed specifications for arrival and dismissal observations on a typical weather day, and arrival observations on an inclement weather day to control for differences in travel patterns based on weather conditions.

This memorandum provides a summary of findings from observations conducted on May 14th (typical weather day), May 16th (parking counts only) and June 13th (inclement weather day) of 2019. On May 14th, the temperature during morning arrival was approximately 56 °F, with no rain. The temperature during dismissal was approximately 60 °F, with no rain. On June 13th, the temperature during morning arrival was approximately 66 °F and cloudy with some light precipitation; heavier rain had moved through the area earlier in the morning.

Student arrival and dismissal behaviors were observed at six locations on the school site and on adjacent neighborhood streets, as shown in Figure 1. In addition to the arrival and dismissal observations, a meeting was held to gather stakeholder feedback from local civic association members on May 14th at 8:15 AM. During this meeting, several neighborhood concerns were discussed, such as the speed of vehicles exiting the drop-off loop and main staff parking lot in front of the intersection with S Woodrow Street, and unofficial drop-offs in the S 30th Road cul-de-sac. Neighbors expressed concern about speeding vehicles leaving the staff parking lot during the evening commuter peak after 5:00 PM; however, Toole Design staff was not scoped to conduct observations during this time period.

Overall, no operation or safety concerns were observed during arrival and dismissal at Abingdon Elementary. The following pages summarize the findings of each required observation element outlined in the scope of work and include recommendations that may be considered to improve the effectiveness of the drop-off and pick-up procedures.





SITE PLAN



VEHICULAR & PEDESTRIAN CIRCULATION



Temporary
Parking (7)

Parking

Commemorative
Community Trees

Relocated Track

29th St.

73

66

Gym

Play
Field

STUDY AREA & POINTS

Figure 1. Observation Locations



SAMPLE OBSERVATION

Observation of School Arrival (7:10 – 8:10 am)

Arrival Observation Element A

Observe staff and parent behaviors in unloading zone, note variations from written procedures

(Observations recorded by Toole Design staff on-site)

Staff

- Two staff members were observed helping students unload from vehicles starting at 7:35 am. Staff members were located at either end of the marked blue drop-off zone.
- Staff members were not wearing safety vests or holding stop paddles; instead, they were guiding parent traffic by verbal communication or by waving to them to continue further in the drop-off loop.
- On the inclement weather day, only one staff member was present. In addition, two student patrols were present during arrival to help younger students unload from vehicles.

Parent

- Parents were observed letting children unload from vehicles before the blue-marked drop-off zone after 7:50 am (when drop-off queue was >10 cars long). Students walked along the sidewalk outside of the staff parking lot to access the school entrance.
- Doors open to dropped-off students at 7:35 am; before that time students must wait outside of the school. On the inclement weather day some vehicles were observed idling in the drop-off loop until the doors opened, at which time students exited the vehicles.
- Two vehicles that arrived after the second arrival bell were observed using the bus loop to drop off their children.



SAMPLE OBSERVATION REPORT

Arrival Observation Element B

Observe morning arrival in the designated unloading zone and quantify the number of students arriving in a family vehicle, including the number of students per vehicle

(Student drop-offs tallied by Toole Design staff on-site)

		Vehicles delivering 1 student	Vehicles delivering 2 students	Vehicles delivering 3 students	Vehicles delivering 4 students	Total
May 14 th (typical weather day)	# Vehicles	99	33	1	1	134
	# Students	99	66	3	4	172
June 13 th (inclement weather day)	# Vehicles	115	31	3	0	149
	# Students	115	62	9	0	186

On May 14th, between 7:10 am and 8:10 am a total of 134 vehicles moved through the Abingdon Elementary unloading zone, delivering 172 students to school.

- 74% of vehicles dropped off one student,
- 25% of vehicles dropped off two students, and
- 1% of vehicles dropped off three or more students.

On June 13th, between 7:10 am and 8:10 am, a total of 149 vehicles moved through the Abingdon unloading zone, delivering 186 students to the school. This is a slight increase from the number of drop-offs observed on the typical weather day.

- 77% of vehicles dropped off one student,
- 21% of vehicles dropped off two students, and
- 2% of vehicles dropped off three students.



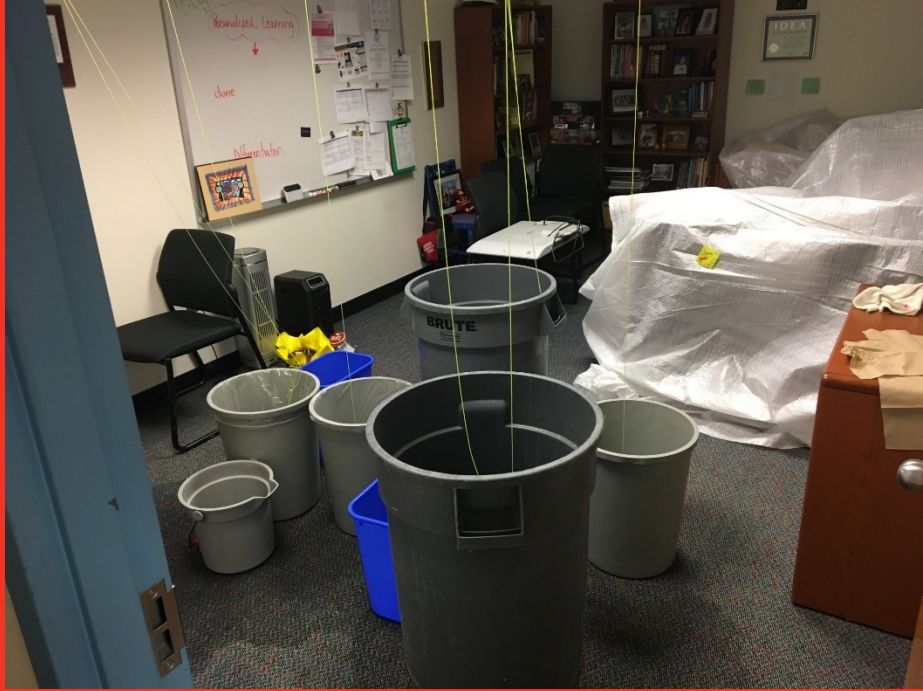
RECOMENDATIONS

Recommendations

Overall, no operation or safety concerns were observed during the arrival and dismissal at Abingdon Elementary. Based on the arrival and dismissal observations summarized above, as well as stakeholder feedback at the community meeting, Toole Design Group proposes the following recommendations to improve the effectiveness of the drop-off and pick-up procedures:

- Ensure staff supervising drop-off and pick-up wear safety vests. The use of stop paddles may be optional as drivers appeared to be following staff directions given by verbal communication and hand signals.
- Provide multiple communications to parents regarding written drop-off procedures to enhance compliance, including posting them on the school website.
- Emphasize approved drop off locations and explicitly discourage drop off at 30th Rd S in the cul-de-sac and in the Fairlington Villages Unit Association Center.
- Send regular reminders to parents to drive defensively, highlighting the following key safety behaviors:
 - Come to a complete stop at crosswalks – do not roll through them.
 - Exit the school driveway at 29th street slowly and be aware of and courteous to vehicles exiting S Woodrow Street.
 - “Be a good neighbor” when driving on roads surrounding the school. Drive cautiously and be aware of children crossing the street.
- Monitor use of parking tags by staff to enhance compliance and ensure appropriate usage of parking spaces.





Thank You



Questions