



Mountain View Safe Routes to School Program

2019-2023 Report



alta

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01

Introduction

The Vision for Safe Routes to School in Mountain View

Safe Routes to School (SRTS) programs encourage safe walking and biking to and from school.

In Mountain View, the SRTS program aims to build a culture of safe, healthy, sustainable transportation access to schools, so students arrive safely, happily and ready to learn.

Most SRTS programs, including the Mountain View SRTS Program, incorporate the SRTS “**E’s**”. These “**E’s**” are:



1. Education

SRTS programs teach students and families safe walking and biking skills and about the benefits of walking and biking.



2. Encouragement

SRTS programs encourage students and families to walk and bike to school through activities and events.



3. Engineering

SRTS programs are supplemented by improvements to the built environment that make active transportation routes to school safe, convenient, and comfortable.



4. Enforcement

SRTS programs include methods that promote safer behaviors by all roadway users, such as providing for crossing guards and safety patrols.



5. Evaluation

SRTS programs assess school travel data and program activities to track progress and improve the program.



6. Equity

SRTS programs prioritize schools and communities with highest needs and those that have been historically underserved.

History of SRTS in Mountain View

In 2010, the City of Mountain View received a Vehicle Emissions Reductions Based at Schools (VERBS) grant from the Metropolitan Transportation Commission (MTC) to implement SRTS activities. This grant funded a three-year SRTS Program to encourage students to get to and from school safely by walking and biking. Between November 2011 and October 2014, the SRTS Program provided safety trainings, bike rodeos, encouragement events, parent/caregiver/teacher engagement, and

data collection to all public and private schools in the City. In 2013, the City received another VERBS grant to continue the program from April 2015 to March 2018.

In late 2019, the City started work on a SRTS 2.0 program using an Education and Encouragement grant from VTA Measure B as well as City operating funds. This money was used to fund a consultant contract to develop materials and deliver SRTS programming.

In addition, the City's Sustainability Action Plan (SAP4) funded a Transportation Planner position, which has allowed City staff to build an ongoing partnership with schools and school districts, and to establish a SRTS Coordinating Committee that

comprises City staff, Police School Resource Officers (SROs), school and school district administrators, and parent representatives. This integrated approach is referred to as SRTS 2.0.

Under SRTS 2.0, delivery of SRTS programming on school campuses was delayed as a result of school shutdowns and COVID restrictions. In Fall 2021, City staff and SROs provided initial SRTS training at Graham Middle School. As COVID restrictions lifted further, traffic safety training was provided at all public elementary and middle schools in Mountain View.

This report documents Mountain View's SRTS 2.0 program from 2019-2023.

Mountain View SRTS Program Goals



Increase student safety
and eliminate traffic-related fatalities and injuries involving school children.



Increase participation
in active transportation and healthy lifestyles by making walking and biking to school a safer, more appealing transportation alternative.



Enable and encourage
students and parents to walk and bike to school.



Reduce motor vehicle volumes,
greenhouse gas emissions, and associated air pollution in the vicinity of schools.



Build community
and deliver services that enhance belonging, support, and involvement, particularly among at-risk students.



Deliver services
in a manner that is effective, efficient, transparent, and allows for continuous improvement.

Mountain View SRTS Program Schools

The current phase of the Mountain View SRTS Program worked with all public schools within the City of Mountain View. The schools and corresponding school districts are listed below:

Mountain View Whisman School District (MVWSD)

- Benjamin Bubb Elementary
- Mariano Castro Elementary
- Amy Imai Elementary
- Edith Landels Elementary
- Gabriela Mistral Elementary
- Monta Loma Elementary
- Stevenson Elementary
- Theuerkauf Elementary
- Jose Antonio Vargas Elementary
- Crittenden Middle
- Graham Middle

Los Altos School District (LASD)

- Springer Elementary

Mountain View Los Altos Union High School District

- Alta Vista High
- Los Altos High
- Mountain View High

A description of activities conducted for these schools can be found in the subsequent chapters.

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02

School + Community Coordination

The Mountain View SRTS program relies on collaboration between the following entities:

- **Public Works Staff.** The SRTS 2.0 program is led by the Public Works Transportation Team, with a half FTE Transportation Planner position dedicated to ensuring the program’s success and building a strong relationship with Police and the school community. The Transportation Manager and other Public Works staff also provide technical support and involvement in the program.
- **Schools and School Districts.** SRTS program success relies heavily on school and school district involvement and support. In other words, the more school and school district involvement and support, the more likely the program will accomplish its goals. All Mountain View SRTS Program schools and

school districts were engaged early on and continued to be engaged throughout the program. They led scheduling of the safety trainings, the bike rodeos and conducted the student travel survey. The school district helped developing SRTS programming and consultant selection.

- **Police Resources.** School Resource Officers (SROs) are assigned by the Mountain View Police Department to work with schools, students, and parents/caregivers using community-oriented policing concepts. SROs became important partners in the Mountain View SRTS Program by participating in program activities and modeling safe roadway behaviors. The Police Department also manages the City’s crossing guard program.



- Crossing Guards. The City provides Crossing Guards through a contract with All City Management Services (ACMS). Between 2019 and spring 2023, the program has expanded from nine to 15 crossing guards. City staff has also met or interacted with ACMS guards and supervisors to obtain input on school access patterns and conditions.
- Parent Volunteers. Parents participate in the SRTS Coordinating Committee and have volunteered their time and skill to host encouragement and engagement events at Graham Middle, Landels Elementary, and Mistral Elementary schools. Parents have also provided valuable input via walking audits and family surveys.
- SRTS Coordinating Committee. The Mountain View SRTS Program

team hosted SRTS Coordinating Committee meetings monthly throughout the school year. Participants included school and school district staff, parents and caregivers, Mountain View City staff, School Resource Officers, and Alta Planning + Design SRTS Specialists. Topics of discussion ranged from crossing guards to school safety education to infrastructure needs.

- Other Cities. Many cities in Santa Clara County have their own successful SRTS programs. Los Altos is one such city, which also has schools with students from Mountain View and vice versa. The Mountain View SRTS Program leveraged existing Best Practices and resources from Los Altos, including survey data and recommendations for classroom education.



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The background image shows a park scene with various people engaged in activities. In the foreground, a person is kneeling and looking at a map or document. Another person stands nearby. In the middle ground, a person is pushing a stroller, and another person is standing. In the background, there are trees, a basketball hoop, and a person on a bicycle. The entire image is overlaid with a semi-transparent blue filter.

03

Mountain View SRTS Program Activities

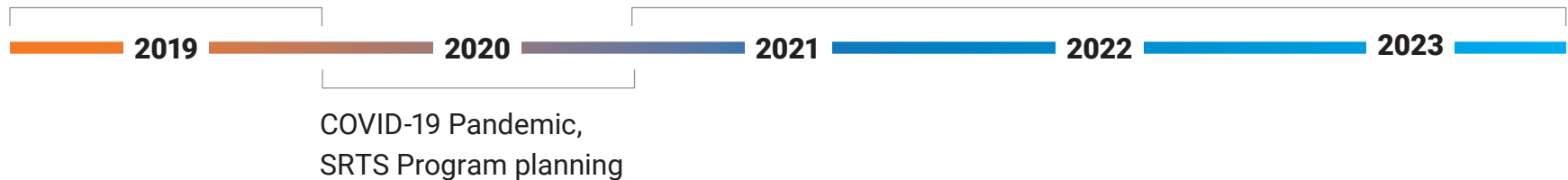
The Mountain View SRTS Program was able to pivot during the COVID-19 pandemic by pausing to reflect and listen to school stakeholders and also respond to school community needs, challenges, and strategies.



Timeline of Activities

Data collection,
school engagement

SRTS Program activities (details are provided on the following pages)



Mountain View SRTS Program Activities Summary

Program Activity	Location	Quantity	Number of Participants
Community Bike Rodeo	Various locations throughout Mountain View	4	100
School Bike Rodeo	Graham Middle School and Crittenden Middle School.	3	1,000
Music Notes SRTS Concert	Mistral Elementary School; Benjamin Bubb Elementary School; Mariano Castro Elementary School; Amy Imai Elementary School; Edith Landels Elementary School; Monta Loma Elementary School; Stevenson Elementary School; Theuerkauf Elementary School; Crittenden Middle School; Graham Middle School; Jose Antonio Vargas Elementary; and Springer Elementary School.	12	4,000

Program Activity	Location	Quantity	Number of Participants
Safety Training Day	Mistral Elementary School; Benjamin Bubb Elementary School; Mariano Castro Elementary School; Amy Imai Elementary School; Edith Landels Elementary School; Monta Loma Elementary School; Stevenson Elementary School; Theuerkauf Elementary School; Jose Antonio Vargas Elementary; Graham Middle School; and Crittenden Middle School.	10	3,000
Walk Audit	Project Schools	15	40
Suggested Route Map	Project Schools	15	n/a

SRTS Program Activities

Community Bike Rodeos:

A community bike rodeo is an interactive skills event where participants learn how to safely ride a bike, including proper helmet fit, rules of the road, avoiding hazards, and bike maintenance. Mountain View SRTS Program staff conducted three community bike rodeos in 2022.

When and Where:

- August 1, 2019 on Castro Street in conjunction with Thursday Night Live and Silicon Valley Bicycle Summit.
- May 21, 2022 at Rengstorff Park.
- August 20, 2022 at Sahara Mobile Park.
- October 22, 2022 at Rengstorff Park in conjunction with the City's annual Monster Bash.

In total, nearly 100 children and young adults, parents, and caregivers, participated in these four community bike rodeos events.



School Bike Rodeos:

A school bike rodeo is an interactive skills event where students learn how to safely ride a bike, including proper helmet fit, rules of the road, avoiding hazards, and bike maintenance. Pedestrian safety instruction was also provided for students without bikes. Mountain View SRTS Program staff conducted three school bike rodeos during the 2021-2022 and the 2022-2023 school year.

When and Where:

- April 7, 2022 and March 20, 2023 at Graham Middle School.
- April 6, 2023 and June 2, 2023 at Crittenden Middle School.

In total, nearly 1,000 middle school students participated in the school bike rodeos.



Music Notes SRTS Concerts:

Music Notes is a group of middle and high school teachers who use hip hop to create high-energy songs, music videos, and concert experiences that promote various aspects of traffic safety.

The Mountain View SRTS Program arranged for Music Notes to hold concerts at every elementary and middle school. The performances taught pedestrian and bike safety in a fun, engaging format. Students were also given the chance to come on stage to answer “pop quiz” questions, win prizes, and show off their knowledge of pedestrian and bike safety.



Source: Music Notes, musicnotesonline.com

When and Where:

In total, more than 4,000 elementary and middle school students participated in the Music Notes SRTS Concerts during the 2022-2023 school year.

Safety Training Days:

Safety Training Days targeted elementary school students with age appropriate walking and biking safety instruction. Safety Training Days included:

- Mini Main Street Pedestrian Education. Mini Main Street is an interactive simulation that allows students to experience traffic situations in a safe and fun learning environment.
- Helmet Fitting Station. Students learned how to properly fit their helmets and also learned why helmets are important safety equipment.
- Map Your Route to School. Students reviewed and identified a map of their school community and help identify the best routes to get to and from school.



- Bicycle Maintenance. Students learned how to check their chains, tires, and breaks.

When and Where:

In total, 3,000 elementary school students participated in the Safety Training Days during the 2022-2023 school year.

Walk Audits:

A walk audit documents barriers to safe and frequent walking and biking, and begins to identify infrastructure and programmatic solutions to improve safety and encourage walking and biking for the school commute.

When and Where:

The Mountain View SRTS Program conducted 13 walk audits at public schools in the City of Mountain View during late Winter and Spring 2023.

The City has advanced several school related infrastructure projects, including design for pedestrian/ bicycle improvements on Miramonte Avenue near Graham Middle School, thermoplastic striping near several



schools, and crossing improvements at several intersections. These projects will go into construction in the coming year.

Suggested Route Maps:

Suggested route maps are customized maps showing suggested walking (and biking for older students) routes to school along with key information including crossing guard locations, signalized or stop-controlled intersections, approximate route times, key landmarks, and more.

The Mountain View SRTS Program provided suggested route maps to each project school. These maps can be found on the Mountain View SRTS Program website mountainview.gov/saferoutes.

EDITH LANDELS ELEMENTARY SCHOOL
115 W DANA ST.
MOUNTAIN VIEW, CA 94041

LEGEND

- All-Way Stop
- Traffic Signal
- Crossing Guard
- VTA Bus Stop
- VTA Bus Stop Route 22 Community Shuttle Stop
- Gray Route
- Red Route
- School Entrance
- Suggested Route
- Bike Lane
- Bike Route
- Part-Time Bike Lane
- Trail
- School Catchment Area
- City Boundary

ne in the
le.
ay of pedestrians.
it.

Walking Safety

- S** Stop
- A** Activate Button
- F** Field of View Scan
- E** Eye Contact
- L** Lane by Lane
- Y** Yield to Pedestrians

Driver Safety

- Drive 15MPH or less in school zones.
- Approach intersection slowly when sun is glaring.
- Look left and right when turn.
- Look out and reach with your right hand when opening the door.

Right Turn

Slow or Stop

Left Turn

WEAR YOUR HELMET

- Your helmet should cover your forehead and rest just above your eyebrows.
- Straps should form a V under ears when buckled.
- Tighten the strap so it is snug under your chin.

WATCH FOR SHARED LANE MARKINGS

- Ride down the center of the "sharrow" symbol to stay outside the door zone on streets without bike lanes.

DO NOT:

- Ride on Castro St. sidewalk.
- Ride on streets with speed limits over 35 mph unless there is a bike lane.
- Block wheelchair access when parking.
- Ride in city garages.
- Wear earplugs or headphones in both ears.

Bicyclists and pedestrians are advised to use caution when using all roads

Learn more and get involved:

City of Mountain View Safe Routes to School:
www.mountainview.gov/srts
City Bike Map:
maps.mountainview.gov/Bikemap

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PAGE 1 OF 2

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The background image shows a park scene with a basketball court in the foreground. A man in a dark shirt and shorts stands with his back to the camera, looking towards a child who is standing near a stop sign. Another person is visible in the background near a stroller. The scene is set outdoors with trees and a building in the distance. The entire image is overlaid with a semi-transparent blue filter.

04

Mountain View SRTS Program Evaluation

Mountain View SRTS Program Student Tallies

Student travel data was collected from Mountain View public schools using standardized survey tools available through the National Center for Safe Routes to School (NCSRTS). Specifically, Mountain View SRTS Program staff distributed an electronic Student Travel Tally form (based on the NCSRTS) to schools and teachers to collect travel mode data during the last two weeks of October 2022. A summary of these findings is provided below and on the following page. Detailed evaluation data is provided in **Appendix 1**. Data collection occurred only once during SRTS 2.0 due to the COVID pandemic. Prior program data can be found [here](#).

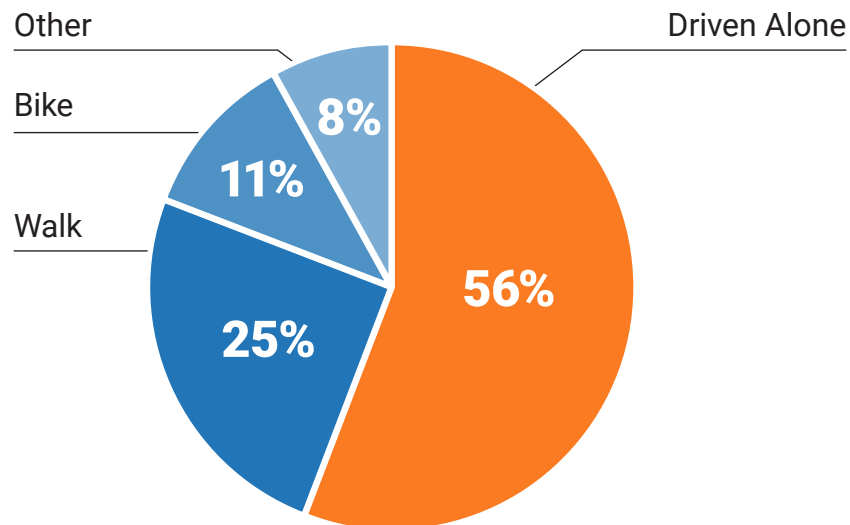
Process:

- Conducted during last two weeks for October
- Distributed and conducted by MVWSD, Springer, LAHS

Overall Mode Share:

- 36% Walk and Bike
- 44% Walk, Bike, Transit, Carpool (multiple students)

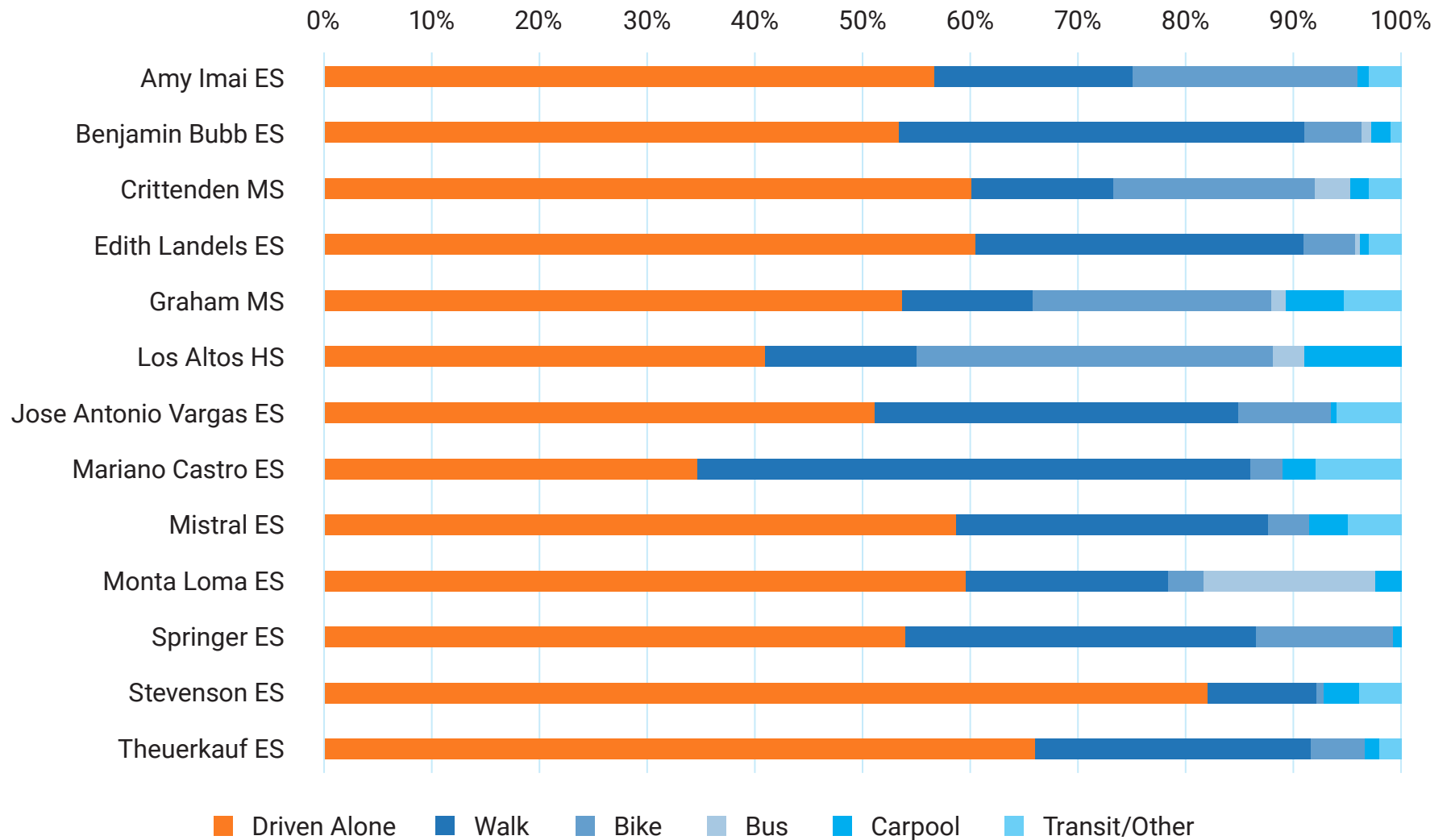
MV Students Total Mode Share for Participating Schools



Purpose:

- Establish new mode share baseline
- Future student tallies will be compared to this mode share

Student Mode Share by Participating Schools, 2022



Mountain View SRTS Program Parent Survey

Information about parent/caregiver attitudes toward walking and bicycling were collected from Mountain View public schools using standardized survey tools available through the National Center for Safe Routes to School (NCSRTS). Specifically, the Mountain View SRTS Program staff distributed electronic Parent/Caregiver Surveys (derived from the NCSRTS) to schools to forward on to parent/caregivers between October 2022 and December 2022. A summary of these findings is provided below and on the following page. Detailed evaluation data is provided in **Appendix 1**.

Purpose:

- Identify MV parents' travel patterns and transportation safety concerns

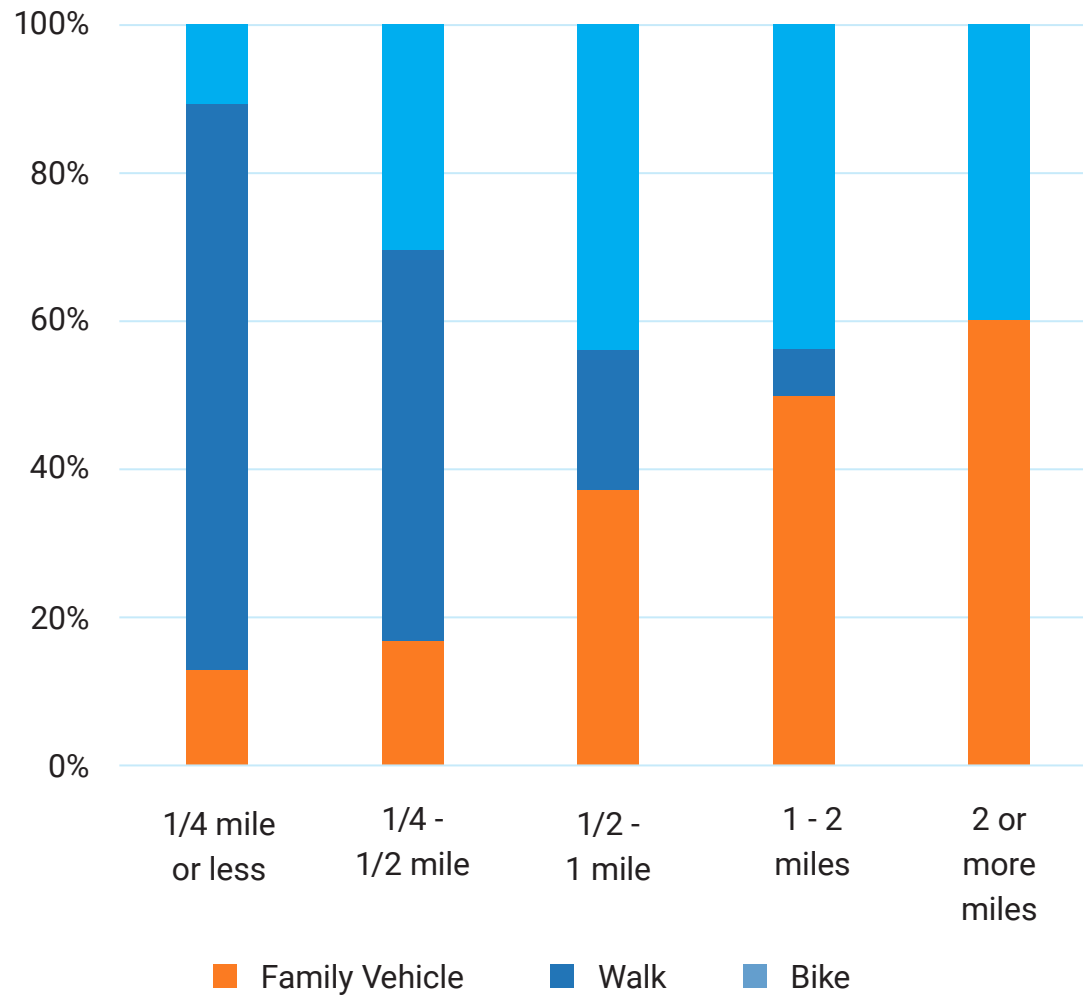
Process:

- Conducted from October to December
- Distributed to parents, MVWSD and schools
- Over 1000+ parents participated in the survey

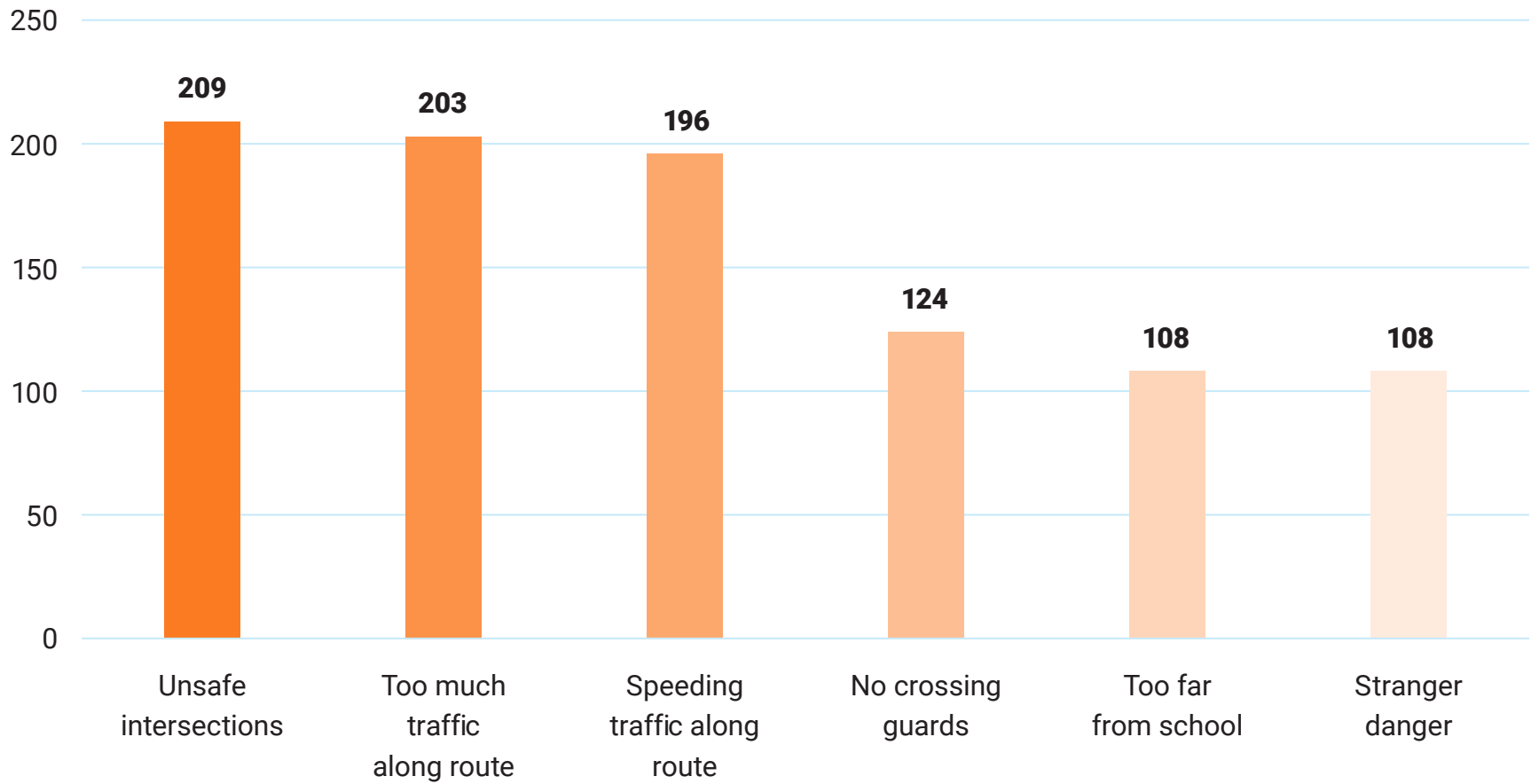
Findings:

Families are more likely to walk and bike if they live less than 1 mile from the school

Parent/Caregiver Survey Participants Mode Share by Distance



Survey Participants' Safety Concerns



Collision Data

Mountain View SRTS Program staff collated pedestrian and bicycle collision data within one-half mile radius of project schools (5-year data from 01/01/2018 to 12/31/2022 acquired from Transportation Injury Mapping System).

The highest numbers of pedestrian-involved collisions were near Mariano Castro Elementary and Gabriela Mistral Elementary, both with 23. The highest numbers of bicycle-related collisions were also near Mariano Castro Elementary and Gabriela Mistral Elementary, both with 26.

Recommendations for continued evaluation can be found in Chapter 5.



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A public meeting or community engagement event. In the foreground, a woman in a white shirt and a white cap is looking at a large map or document on an easel. To her right, a young girl in a white sweater is also looking at the map. In the background, other people are gathered around tables and easels, some looking at documents. A "STOP" sign is visible on a table. The scene is outdoors, possibly in a park or community center, with trees and buildings in the background. The entire image has a blue overlay.

05

The Future of the Mountain View SRTS Program

The future of the Mountain View SRTS Program should build on the successful program outcomes achieved during the 2019-2023 phase. These include:

- Hiring a dedicated City Program Manager, who elevated the Mountain View SRTS Program offerings with a focus on community needs.
- Hosting monthly SRTS Committee meetings, which allowed parents/ caregivers, school staff , and others to provide input on the SRTS Program, learn about safe walking and biking practices, and request help with challenging walking and biking safety issues.
- Creating SRTS programming that offers flexibility and has a breadth of activities—from bike rodeos to safety concerns—to promote walking and biking safety for a wide range of grade levels, skills, and abilities.

The City of Mountain View is looking to expand the Mountain View SRTS Program into the 2023-2024 school year and beyond. The following pages provide a “sneak peek” into planned activities.

School Year 2023-2024

Invite private schools to participate.

Currently, only public schools participate in the program. The Mountain View SRTS Program plans to include six private schools:

- German International School of Silicon Valley
- Mountain View Academy
- St. Francis High School
- St. Joseph Catholic School
- Waldorf School of the Peninsula
- Yew Chung International School



Develop SRTS Curriculum.

- The Mountain View SRTS Program will prepare transportation safety curriculum for elementary, middle, and high schools. Curriculum material will be based on successful field-specific curricula in California as well as League of American Bicyclists' League Certified Instructor (LCI) standards. The curriculum will outline activities, provide scripts, list and/or develop supportive materials or props, and identify the respective State standards for Physical Education or Health Education that are satisfied by each element of the training.

Create Transportation Safety Trainings.

- The Mountain View SRTS Program will provide transportation safety training to all grades (K-12). The trainings will cover defensive walking and riding practices, helmet fittings, bicycle maintenance skills, rules for riding, and suggested routes to school. The goal is to provide training sessions during P.E. and/or integrate content into other subjects.

Future phases of the Mountain View SRTS Program may vary depending on funding and staffing resources. However, the City of Mountain View remains committed to programming that helps to teach students and families about the benefits of walking and biking, and encourages them to try using active transportation rather than driving to get to school.



Future Data + Evaluation Metrics

As mentioned in Chapter 1 and described further in Chapter 4, evaluation is an important part of any SRTS program. The Mountain View SRTS Program should and will continue to collect key data that not only meets the requirements of funding agencies, but also helps the program staff know how the program is doing and where to spend time appropriately to impact positive program outcomes.

The following are key metrics to be tracked on an annual basis:



Number of program activities, by school.



Number of students participating in program activities, by school.



Rates of parents/caregivers who allow their students to actively commute to and from school, by school.



Rates of student travel modes, by school.



06

Appendix 1



To: Priyoti Ahmed, City of Mountain View
From: Kristin Haukom, Alta Planning + Design
Date: March 28, 2023
Re: Fall 2022 Mountain View Safe Routes to School Survey Results | Interim Report

Student travel data and information about parent attitudes toward walking and bicycling were collected from Mountain View public schools using standardized survey tools available through the National Center for Safe Routes to School (NCSRTS). Specifically, the Mountain View Safe Routes to School (SRTS) program staff distributed electronic Parent/Caregiver Surveys (derived from the NCSRTS) to schools to forward on to parent/caregivers between October 2022 and December 2022. Program staff also distributed the electronic Student Travel Tally forms (based on the NCSRTS) to schools and teachers to collect travel mode data during the last two weeks of October 2022. This latter data collection included instruction for teachers on how to collect travel mode data from students and was limited to a two-week window to establish a baseline for future data collection efforts.

Program staff will conduct another round of survey data collection in Spring 2023. The information collected from both rounds of data collection will be used to develop a final evaluation report that will provide insights into why students may or may not walk or bike to school, address key issues in order to increase different active modes of transportation among students, and inform the overall program direction.

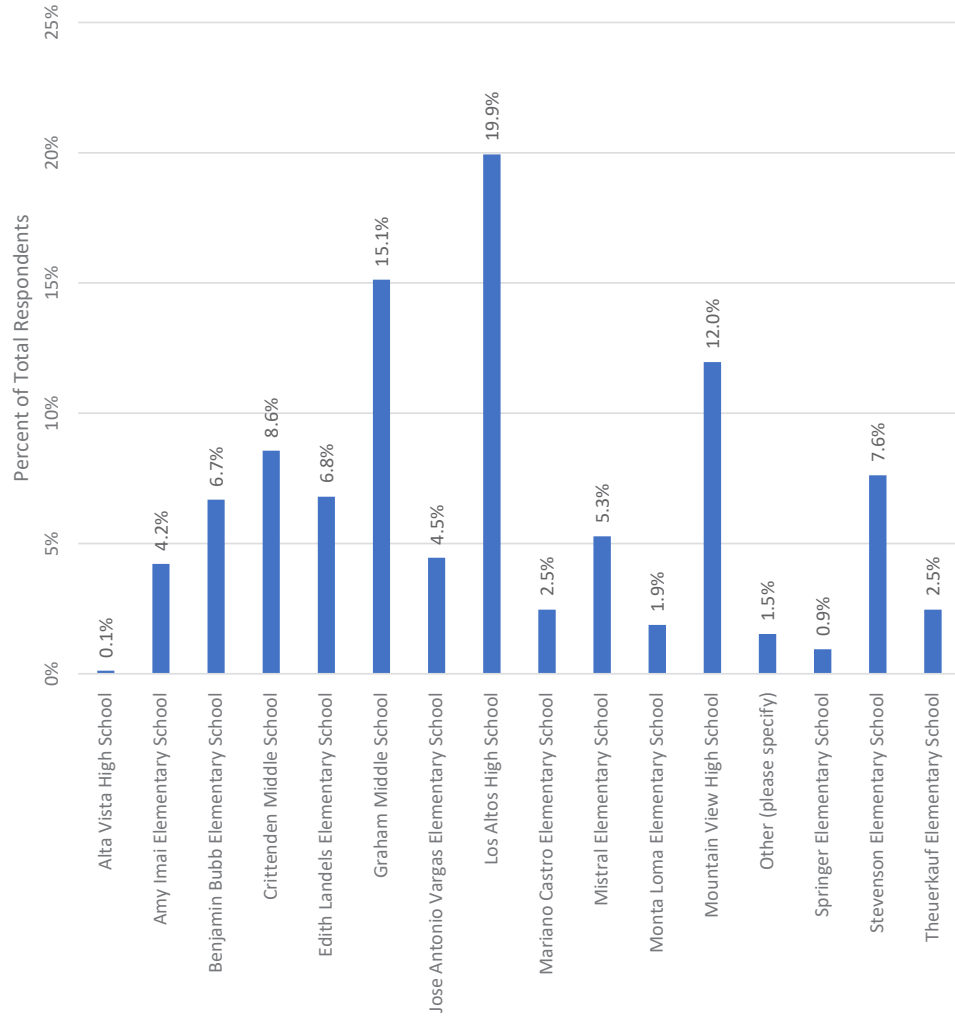
Parent/Caregiver Survey

The following section describes results from the Parent/Caregiver Surveys collected in Fall 2022.

Parent and Caregiver Responses

For the survey provided to Mountain View parents and caregivers, the greatest participation rates came from Los Altos High School, Graham Middle School, and Mountain View High School. More information is provided in Figure 2.

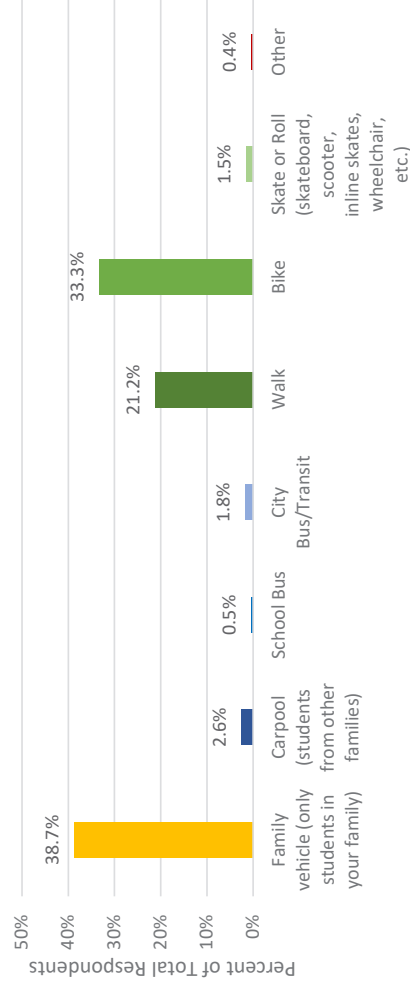
Figure 1. Parent Survey Response Rates by School



School Access Mode of Respondents

Figure 2 shows that, across all schools in Mountain View, most survey respondents either use a family vehicle or a bike to get to school. An additional 21% of respondents stated their student walks to school. Very few parents reported using shared transportation, such as a carpool or public transportation.

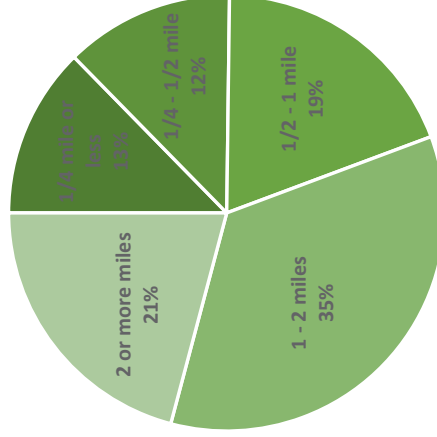
Figure 2. Transportation Mode for School Access among Parent Survey Respondents



Distance from School of Respondents

Figure 3 shows that 35% of parent survey respondents stated they live 1 – 2 miles away from school while 21% stated they live 2 or more miles away. 25% of respondents live 1/2 a mile or less from school, which is considered a comfortable walking distance.

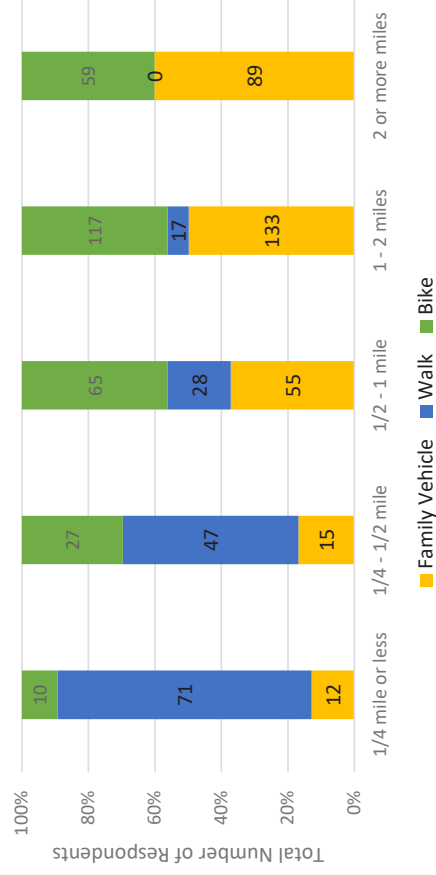
Figure 3. Distance from School of Parent Survey Respondents



Mode Share by Distance for Respondents

Figure 4 shows a comparison of mode share by distance from school for parent survey respondents. Across all respondents stating they use a car to get to school, most (44% of drivers) reported living 1-2 miles away from school. Similarly, when comparing across those who stated their child bikes to school, most (42% of those biking) stated they live 1-2 miles away from school. Lastly, of the students that walk to campus, most live ¼ mile or less away from school (44% of walkers).

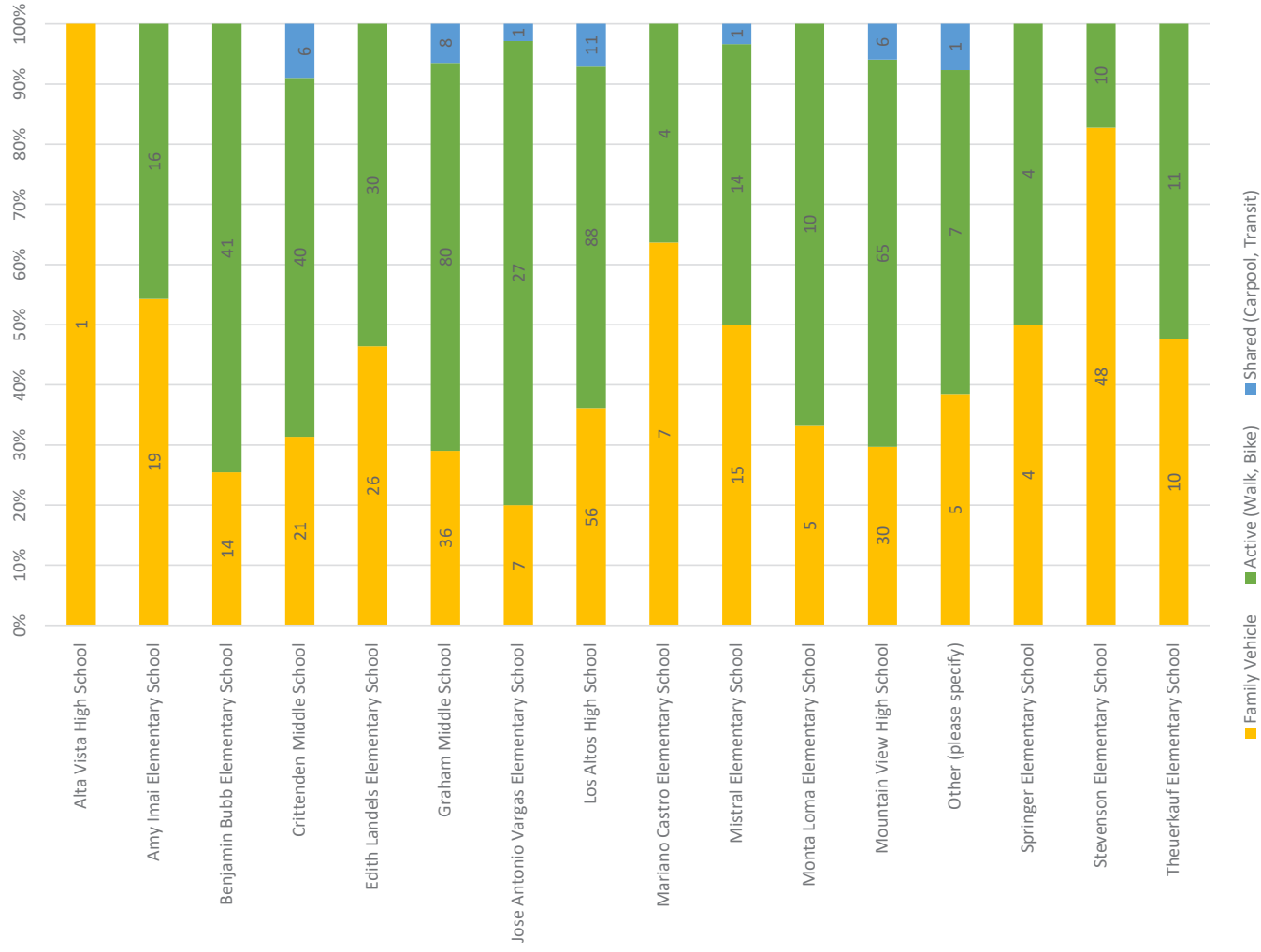
Figure 4. Mode Share Comparison by Distance from School



Mode Share by School for Respondents

Figure 5 shows mode share by school with the schools reporting the greatest relative share of students using a car to get to school include Stevenson Elementary School, Mariano Castro Elementary School, and Amy Imai Elementary School. Regarding active transportation, schools reporting the greatest relative share of students walking, biking, or skating/rolling to school are Jose Antonio Vargas Elementary School, Benjamin Bubb Elementary School, and Mountain View High School.

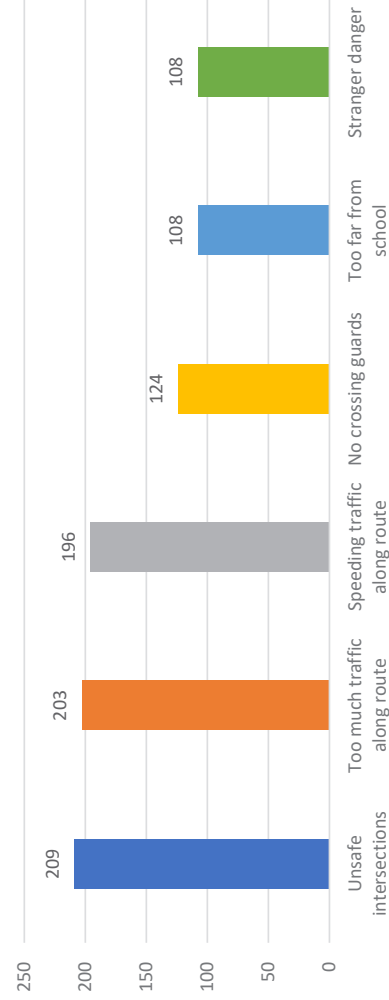
Figure 5. Mode Share by School



Concerns Influencing Respondents' Decision to Allow their Children to Walk or Bike to School

Figure 6 displays the top concerns parents have which influence their decision to not allow their children to walk or bike to/from school. The biggest concerns were unsafe intersections and too much high-speed traffic on streets near schools, indicating a need for better intersection controls like new crosswalks, crossing guards, or other calming efforts. Many parents also expressed concern "Stranger Danger" as a reason for not allowing their children to walk or bike to/from school.

Figure 6. Top Concerns Influencing Parents' Decision to Allow their Children to Walk or Bike to School



Parent/Caregiver survey respondents were also invited to add comments to a response field marked "Other", which allowed them to describe other concerns that influenced their decision to allow their children to walk or bike to/from school. The top concerns broke out into the following five categories, ranked in descending order, with 1 being the most common concern among those who completed the "Other" field:

1. Students' age or ability to navigate the roadway on their own.
2. Poor driver or other roadway user behavior.
3. Fear.
4. Collision fatalities and injuries along the route to school.
5. No buses.

Parent/Caregivers Attitudes about Walking and Biking

The Mountain View SRTS Program team added three questions to the standard Parent/Caregiver Survey to assess respondents' "readiness to change" to use or continue to use walking, biking, and driving travel modes. The concept of "readiness to change" comes from the Stages of Change Model, which is a behavioral science framework that recognizes peoples' behaviors may vary across a spectrum from "precontemplation" (not knowing about the benefits of a desired behavior) to "maintenance" (sustaining a desired behavior). This form of assessment is called "segmentation" and can be used to identify which percentage of a given community may be ready to adopt active transportation modes into their lives.

Specifically, respondents were asked to select the statements about walking, biking, and driving from a list of five statements that best applies to them: The result from their responses can be found in Figures 7 - 9.

Figure 7. Readiness to Change - Walking



Figure 8. Readiness to Change - Biking

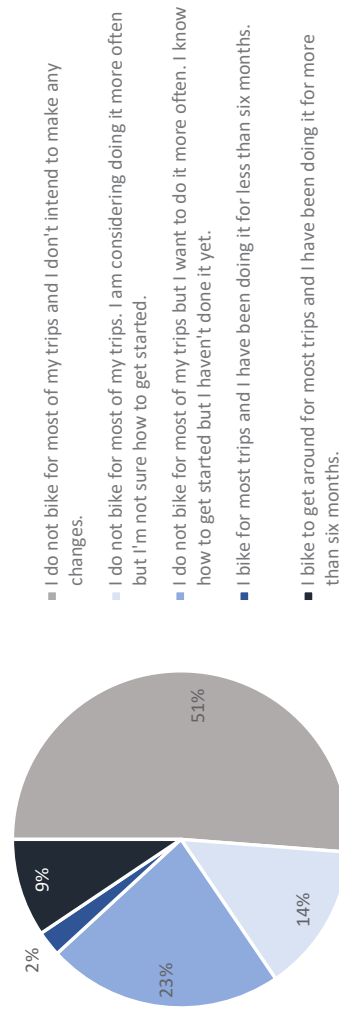
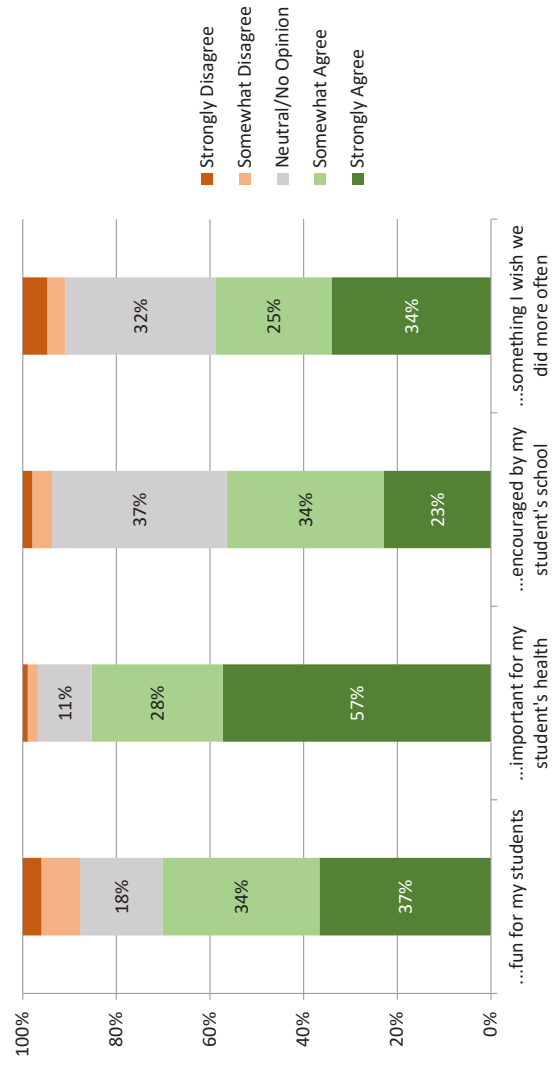


Figure 9. Readiness to Change - Driving



Respondents were asked to select the how much they agree or disagree with the statements about walking and biking to school. The result from their responses can be found in Figure 10.

Figure 10. Responses to Statements about Walking and Biking to School



Student Travel Tallies

The following section describes results from the Student Travel Tallies collected in October 2022.

Table 1. Students Counted/Included in Student Travel Tallies

School	Students Counted
Amy Imai Elementary School	346
Benjamin Bubb Elementary School	404
Crittenden Middle School	277
Edith Landels Elementary School	383
Graham Middle School	691
José Antonio Vargas Elementary School	634
Los Altos High School	507
Mariano Castro Elementary School	65
Mistral Elementary School	571
Monta Loma Elementary School	259
Springer Elementary School	270
Stevenson Elementary School	299
Theuerkauf Elementary School	286

Mode Share by School for Student Respondents

Figure 11. Average Student Travel Modes To and From School

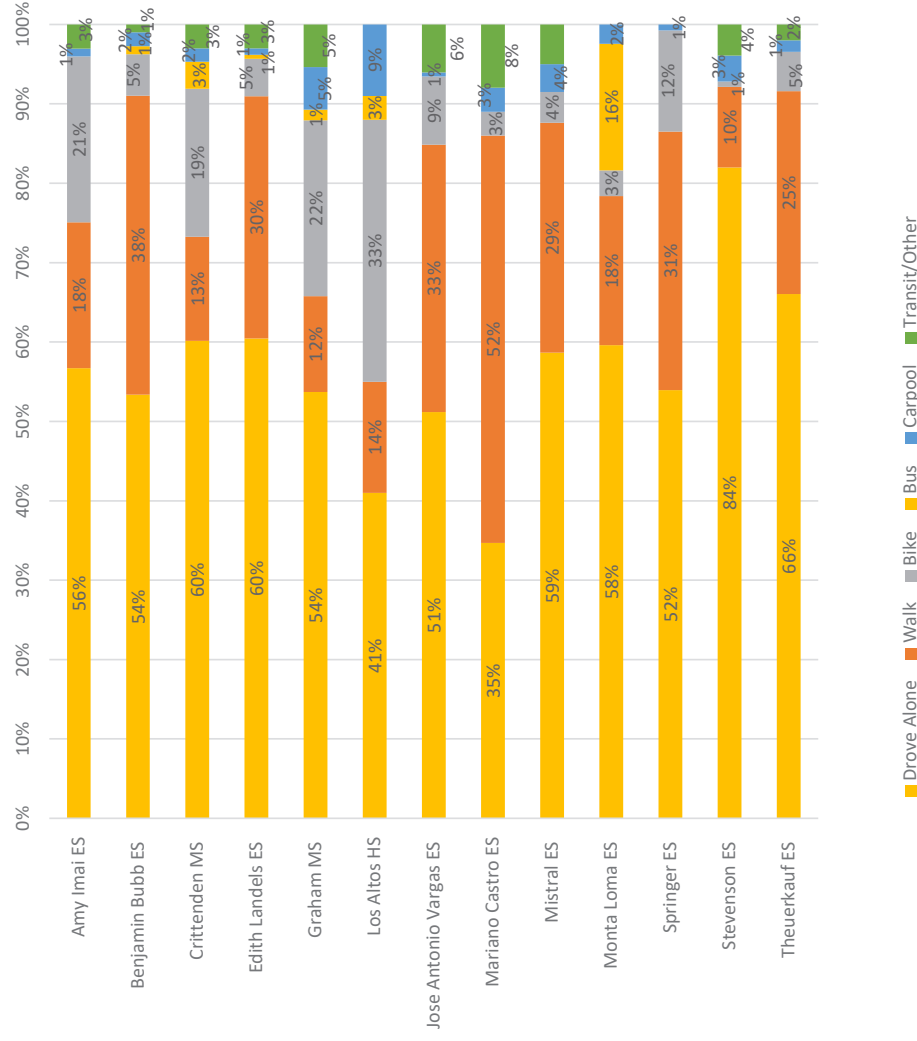
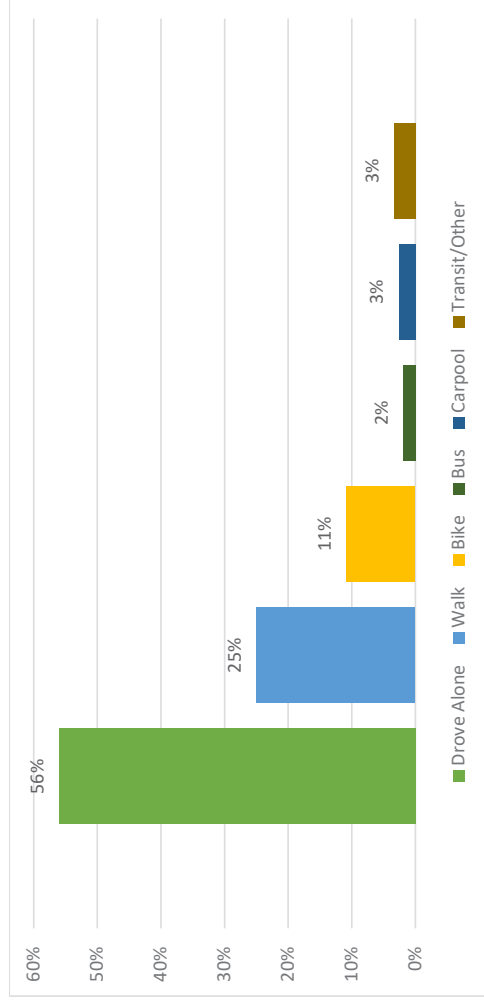


Figure 11 shows the different travel modes students took to and from school in the morning and in the afternoon.

Generally, family vehicles and walking and biking are the most common modes of transportation according to students. The schools with the highest number of walkers and bicyclists were Mariano Castro, Springer, and Jose Antonio Vargas Elementary Schools. At most schools, however, a majority of students arrive to school in a family car.

Figure 12 shows a summary of student travel modes across all schools. Most students reported using a car to get to school, although a large proportion stated they either walk, bike, or roll to campus. Only 6% reported using shared transportation such as carpools or public transit.

Figure 12. Summary of Student Mode Share



Conclusions and Next Steps

In general, family vehicles are the most common mode of transportation among students. This is likely due to distance from school, with more than half of respondents indicating they live one-mile or farther from school.

The responses can also be used to inform both the future demand modes and guide program recommendations. For example, more than a third of respondents stated that they do not walk, but are considering it. The Mountain View SRTS Program could create encouragement messages targeting these parents and caregivers that help them change their behavior to start walking, especially for the school commute with their children.

These data collected can be used to inform future Mountain View SRTS Program offerings. This baseline can be compared to future years, to track progress toward goals as well as to refine the program offerings. Finally, the Mountain View SRTS Program will continue these data collection efforts annually, so that changes in travel modes and attitudes toward different travel modes can be monitored over time.

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