

City of Mountain View 2024-2025 Safe Routes to School – Final Report

December 2025

N NELSON
NYGAARD



City of
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MEASURE B



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1 INTRODUCTION

Background

In 2011, Mountain View launched a Safe Routes to School (SRTS) program to promote walking and bicycling to school for students and families in the city. The program is funded by 2016 VTA Measure B Education/ Encouragement Program and City of Mountain View. The program intends for students in Mountain View to arrive at school safely, happily and ready to learn. Mountain View's program includes the "Six Es."

Figure 1: The Six Es of Safe Routes to School Programs



1. Education

Teach students and families safe walking and biking skills and about the benefits of walking and biking.



4. Enforcement

Enforce safer behaviors by all roadway users, such as providing for crossing guards and safety patrols.



2. Encouragement

Encourage students and families to walk and bike to school through activities and events.



5. Evaluation

Assess school travel data and program activities to track progress and improve the program.



3. Engineering

Improve the built environment to make active transportation routes to school safe, convenient, and comfortable.








6. Equity

Prioritize schools and communities with highest needs and those that have been historically underserved.

Mountain View SRTS Program Goals

Safe Routes to School efforts aim to enhance student safety, increase participation in active transportation, and foster a sense of community. The program focuses on achieving the following goals:

Figure 2: Goals of the Safe Routes to School Program

| | | | | |
|---|--|---|--|--|
|  |  |  |  |  |
| 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, resulting in reduced motor vehicle volumes and 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 equitable, effective, efficient, transparent, and allows for continuous improvement. |

Safe Routes to School activities are designed to support one or more of the program's goals. Table 1 summarizes the key activities implemented during the 2024-2025 school year. The table specifies how each activity relates to the Six Es framework and the program goals. Information about participation related to the key performance measures, trends compared to the previous year, and key observations help to track progress toward safer, more accessible routes to school for all students.

Table 1: Safe Routes to School Activities Related to Program Goals, 2024-2025

| Six Es Approach and Activity | Summary of Activity Outcomes | Program Goals | | | | |
|---|--|-------------------------|------------------------|--------------------|-----------------|------------------|
| | | Increase Student Safety | Increase Participation | Enable & Encourage | Build Community | Deliver Services |
| Education and Encouragement Bike Rodeos | <ul style="list-style-type: none"> 786 K-8 students received training in bike rodeos and safe walking. 94% of the elementary and middle schools participated in bike rodeos. | Y | Y | Y | | Y |
| Education and Encouragement Safety Assembly | <ul style="list-style-type: none"> 3,200 K-12 students participated in safety assemblies, including all Mountain View elementary and middle schools. | Y | Y | Y | | Y |
| Education and Encouragement Bike Maintenance Day | <ul style="list-style-type: none"> Approximately 38 high school students from Mountain View High School and Los Alto High School received free bike repair services and bicycle safety education to practice stopping, hand signals and looking over the shoulder | Y | Y | | | Y |
| Encouragement Back to School | <ul style="list-style-type: none"> Staff attended 12 Back to School events to encourage parents to walk and bike to school, increasing the program's visibility. | Y | | Y | Y | |
| Education Lesson Plans | <ul style="list-style-type: none"> Locally specific SRTS lesson plans were drafted and for grades 4, 7 and 11. | Y | | Y | Y | |
| Encouragement and Equity Key Resources | <ul style="list-style-type: none"> Key materials and resources were available in English, Spanish, Chinese and Russian including youth and parent safety booklets and flyers on helmet use. Pick-up and Drop-off Best Practice Rules for Riding | Y | | | Y | Y |
| Evaluation Student Travel Tally | <ul style="list-style-type: none"> 6,433 students participated in travel tallies over three days; an increase compared to 2023-2024 | Y | Y | Y | Y | Y |

| Six Es Approach and Activity | Summary of Activity Outcomes | Program Goals | | | | |
|--|--|-------------------------|------------------------|--------------------|-----------------|------------------|
| | | Increase Student Safety | Increase Participation | Enable & Encourage | Build Community | Deliver Services |
| Encouragement City Staff Workshops | <ul style="list-style-type: none"> City staff worked closely with the school district to ensure increased program participation from all elementary and middle schools, as well as to review curriculum development and support progress. | Y | Y | Y | Y | Y |
| Encouragement SRTS Coordinating Committee | <ul style="list-style-type: none"> Four SRTS Coordinating Committee meetings were held to encourage parents' participation in Safe Routes to School. Resources, such as helmets and bike lights, were provided to parent volunteers as part of the Walk and Roll efforts | Y | Y | Y | Y | |
| Encouragement Community Citywide Events | <ul style="list-style-type: none"> Monster Bash (10/26/2024) had 180 bike rodeo participants, 30 participants in the family bike ride, 100 Safety craft table participants, and 35 bike repairs completed Christmas Tree Lighting (12/9/2024): 50 participated in the Vision Zero Safety Game and shared material/information with 100 people at the table Bike to Boba events: 40 teenagers participated in the Bike to Boba rides organized with The View Teen Center Earth Day (4/20/2025): 100 bike rodeo participants Walk and Roll Events (04/21/2025) <ol style="list-style-type: none"> Gabriella Mistral Elementary School Landels Elementary School Bubb Elementary School Theuerkauf Elementary School Graham Middle School Mountain View High School | Y | Y | Y | Y | Y |

Measuring Performance

VTA requires agencies receiving Measure B funds to measure the outputs and outcomes of their projects using at least one metric that addresses the project's goals. The required metrics should fit within one or more of VTA's main categories of metrics: project reach, behavioral change, mode shift, and equity. The key performance measures for Mountain View's Safe Routes to School project are:

1. Number of program activities completed per school.
2. Number of students participating in program activities, by school.
3. Number of students participating in activities as part of citywide programs.
4. Rates of participation in student travel tally and current mode share percentage per school and grade level.

Table 2 illustrates the range of metrics used to measure the success of the program across all components (and related activities) during each school year. Findings related to each of the components are described in the remainder of this report and are used to assess and grow the program.

Table 2: List of Metrics to Measure Program Performance

| Program Component | Performance Measures |
|--|--|
| Curriculum Development | <ul style="list-style-type: none"> ▪ Completion of school and district staff review ▪ SRTS Coordinating Committee feedback sessions conducted |
| Safety Education | <p><i>Safety Assemblies and Bike Rodeos</i></p> <ul style="list-style-type: none"> ▪ Number of schools participating ▪ Number of students trained (by school and grade level) ▪ Number of courses offered ▪ Observed improvements in safety knowledge and skills <p><i>Resources</i></p> <ul style="list-style-type: none"> ▪ Distribution of school route maps ▪ Number and type of safety materials provided (by topic and target audience) ▪ Number of languages translation for resources |
| Engagement and Encouragement Events | <p><i>Community and Citywide events</i></p> <ul style="list-style-type: none"> ▪ List of annual event count ▪ Number of participants per event and key lesson learned (if applicable) ▪ SRTS Coordinating Committee meeting frequency ▪ Number of Back-to-school events for SRTS promotion |

| | |
|---|--|
| Data Collection and Program Evaluation | <ul style="list-style-type: none"> ▪ Tracking student involved collision or fatalities <p><i>Student Travel Tally</i></p> <ul style="list-style-type: none"> ▪ Number of schools participating ▪ Number of students participating per school ▪ Rates of students walking and biking to school ▪ Overall mode share rate and trend (by grade, school, and year comparison) <p><i>Parent/Caregiver Survey*</i></p> <ul style="list-style-type: none"> ▪ Number of parents/caregivers participating ▪ Number of schools and grade level represented ▪ Number/rates of parents/caregivers who would allow their students to actively commute to school, by school ▪ Documenting safety perception, preferred mode of commute and its reasoning <p><i>*Conducted in alternate years (Not part of 2024-2025 year)</i></p> |
| Engineering Improvements | <ul style="list-style-type: none"> ▪ Identification of potential school access improvements |

SRTS Program Partners

The Mountain View SRTS program is led by the City's Public Works Transportation Team with a half FTE Transportation Planner position dedicated to ensuring the program's success and building strong relationships with Mountain View Police and the school community. Other Public Works staff provide technical support and involvement in the program.

SRTS Coordinating Committee

- Committee meetings held quarterly throughout the school year with participation from school and school district staff, Police Student Resource Officers, parents and caregivers, Mountain View City staff, and consulting staff to share program updates and discuss issues.
- Topics for 2024-2025 included capital project updates, SRTS program components (education, engineering, and encouragement), and organizing Walk and Roll events.

School Districts and School Staff

- All school districts were engaged early in the development and implementation of SRTS activities.
- The districts took responsibility for scheduling safety training and Walk and Roll to School Day.
- Over the past three years, City staff coordinated with Mountain View Whisman School District (MVWSD) staff which serves grades preschool through eighth along with the principals of Mountain View and Los Altos High Schools to set expectations, define staff leads, establish communication protocols, and strengthen an adaptable, sustainable, and effective SRTS program.

- MVWSD communicated and encouraged schools to complete the Travel Tally within the three-day window. Additionally, they provided review and input on the curriculum development and lesson plans.

MV Police Department and Community Service Department (CSD)

- The Police Department deploys School Resource Officers (SROs) who work with schools, students, and caregivers using community-oriented policing concepts, participate in program activities and model safe roadway behaviors.
- The Police Department also manages the City's crossing guard program, which expanded from 9 to 21 between 2019 and 2024.
- Collaborate with the Community Services Department to include bicycle and pedestrian safety activities at citywide events, provide safety training for Bike to Boba event with The Teen View Center and promote walking and biking in Mountain View.

Parent/Student Volunteers

- Parents and students volunteered their time and skill to host encouragement and engagement events at different schools.
- Parents and students host Walk and Roll events at their schools.
- Parents volunteer citywide and at back-to-school events.

Program Highlights and Enhancement

The program highlights and enhancements from the 2024-2025 school year includes:

- Continued collaboration with Mountain View schools ensured SRTS activities were built into the school year without disrupting classroom learning.
- Early summer outreach helped schools, parents, and students connect with the program during Back-to-School events.
- Continued partnership with The View Teen Center, the program offered tailored activities for teens. SRTS program also continued to offer safety assemblies and resources to private schools.
- Based on school feedback, SRTS continues more flexible scheduling for greater participation and expansion of in-school safety training and bike rodeos.
- The SRTS Coordinating Committee's focus on building partnerships and advancing planning resulted in the successful incorporation of a citywide Walk and Roll Day.
- To reduce burdens on schools, parent surveys shifted from annual to biennial and student commute tallies from twice a year to once annually.
- Improved clear instructions on data collection forms and proactive staff support the resulting travel tally data entry was cleaner and more reliable than in previous years.

2 IN-SCHOOL ACTIVITIES

Mountain View SRTS Program staff conducted various in-school activities to increase traffic safety awareness among students in grades K-8 and help them practice their safety skills. Activities included bike rodeos and safety training covering rules of the road, hazard avoidance, helmet fitting, and bike checks.

Bike Rodeos

A school bike rodeo is an interactive skills event where students learn how to safely ride a bike, including helmet fitting, bike checks, rules of the road, avoiding hazards, and hands on training via the “Safe Moves City” obstacle course.

“Safe Moves City” allows students to experience traffic situations as pedestrians and bicyclists on a child-sized course with signs, pavement markings, and traffic hazards that provide age-appropriate challenges. “Safe Moves City” includes intersection and corridor-based infrastructure such as sidewalks, bike lanes, pavement markings, and traffic control devices as well as a variety of land uses and street users. An obstacle course and ramp installation challenges students to practice bike handling skills such as braking, steering, and balancing. Students with signed permission forms, but no bike were able to borrow a bike and helmet to participate in this course. Students without a signed permission slip participated as pedestrians.

Table 3: Bike Rodeo Participation by School, 2024-2025

| Date | Location | Quantity | Grade | Number of Participants |
|-----------|---------------|----------|-------------|------------------------|
| 8/12/2024 | Springer ES | 1 | K-5 | 35 |
| 8/24/2024 | Graham MS | 1 | 7th – 8th | 11 |
| 3/25/2025 | Bubb ES | 1 | 3rd – 5th | 121 |
| 3/28/2025 | Castro ES | 1 | 3rd – 5th | 121 |
| 4/29/2025 | MVHS | 1 | 10th – 12th | 25 |
| 4/30/2025 | LAHS | 1 | 10th – 12th | 25 |
| 5/9/2025 | Vargas ES | 1 | 3rd – 4th | 117 |
| 5/15/2025 | Stevenson ES | 1 | 5th | 87 |
| 5/21/2025 | Mistral ES | 1 | 4th | 44 |
| 5/22/2025 | Monte Loma ES | 1 | 4th | 40 |
| 5/23/2025 | Landels ES | 1 | 3rd | 74 |
| 5/27/2025 | Theuerkauf ES | 1 | 5th | 23 |

| | | | | |
|-----------|---------|---|-----|----|
| 5/29/2025 | Imai ES | 1 | 3rd | 63 |
|-----------|---------|---|-----|----|

Table 4 summarizes student participation and a few metrics from bike rodeos. The bike rodeos catered to a total of 786 students. There was a significant improvement in braking, balancing, and turning after the rodeo.

Table 4: Student Participation and Skill Assessment at Bike Rodeos. 2024-2025

| Grade Level | Students Participated | Permission Slips Signed | Own Bikes/Scooters & Helmets | Helmets Improperly Adjusted | Students Without Basic Bike Handling Skills | Staff Intervention |
|----------------------|-----------------------|-------------------------|------------------------------|-----------------------------|---|--|
| K-5 | 736 | 85% | 75% | 43% | 23% | Staff adjusted helmets and taught students |
| Middle & High School | 61 | N/A | 70% | 54% | 44% | |

Safe Move Lessons Include:

- Appropriate places to ride and walk
- Explanation of traffic signs and signals
- Navigation of intersections, left turns, and right turns
- Rights and responsibilities of bicyclists and pedestrians
- Helmet use (proper fit, adjustment)
- Recognition and avoidance of common bicycle and pedestrian collisions
- Explanation and demonstration of the role of crossing guards
- Explanation/simulation of traffic environment (infrastructure)
- Understanding of driver, bicyclist, and pedestrian behaviors
- School transportation/traffic policies (pick-up and drop-off procedures)
- Explanation of the school route/ neighborhood maps and bike racks
- Importance of bicycling and walking for physical fitness and sustainable communities.
- Rail/train safety (tracks)
- Identification and avoidance of hot spots (crime, bullies, hazards, corners, crosswalks, truck traffic)
- State, county, and city laws/ ordinances
- Personal/property safety

Safety Training

Safety training assemblies for grades K–8 are a key part of the Safe Routes to School program. Tailored to each grade and school, the assemblies addressed local safety issues, making the content more relevant and impactful. Using an interactive, game-show format, students actively engaged in learning, reinforcing important walking and biking safety skills in a fun and memorable way. In the 2024–2025 school year, the assembly program educated approximately 3,200 students through 41 assemblies.

Table 5: Safety Assembly Participation by School, 2024-2025

| Date | Location | Quantity | Grade | Number of Participants |
|------------|---------------|----------|--------|------------------------|
| 10/4/2024 | Vargas ES | 5 | K - 5 | 365 |
| 10/23/2024 | Stevenson ES | 3 | K - 5 | 302 |
| 10/28/2024 | Imai ES | 3 | TK - 5 | 390 |
| 10/28/2024 | Mistral ES | 3 | TK - 5 | 365 |
| 11/12/2024 | Theuerkauf ES | 4 | TK - 5 | 308 |
| 11/13/2024 | Bubb ES | 3 | K - 5 | 330 |
| 11/15/2024 | Landel ES | 3 | K - 5 | 385 |
| 1/29/2025 | Monte Loma ES | 4 | TK - 5 | 226 |
| 2/24/2025 | Graham MS | 7 | 6th | 340 |
| 5/20/2025 | Crittenden MS | 3 | 6th | 87 |
| 5/21/2025 | Crittenden MS | 3 | 6th | 102 |

Safe Move Lessons include:

Grade K-3

- Appropriate places to ride and walk.
- Walking with a grown-up.
- Explanation of traffic signs/signals.
- Rights and responsibilities of bicyclists and pedestrians.
- Helmet use.
- Explanation of the role of the crossing guard.
- Understanding of driver, pedestrian and bicyclist behaviors.

Grades 4-8

The lesson covered safety and environmental impacts of traffic congestion and pollution, engaging the students at each grade level in active learning to develop their critical thinking skills.

- Bicycle and pedestrian safety.
- California Vehicle Code laws and regulations.
- Skills necessary to make smart choices in traffic.
- Use of bike racks, bike lanes, bike paths, bike trails.
- Explanation of traffic environment (infrastructure).
- Recognition and avoidance of common traffic collisions.
- Understanding of driver, pedestrian, and bicyclist behaviors.
- Identification and avoidance of hot spots (crime, bullies, congested intersections, constructions areas)
- School transportation/traffic policies
- Explanation of school routes maps
- Effects of walking and bicycling on a cleaner environment
- Importance of bicycling and walking for physical fitness and health

3 COMMUNITY BASED EVENTS

In the past five years, SRTS community-based encouragement events have focused on complementing existing Community Services Department (CSD) programming to “meeting people where they are” in order to effectively and progressively boost communitywide awareness of traffic safety issues and skills.

Table 6: List of SRTS Community Based Event, 2024-2025

| Date | Location | Number of Participants |
|--|--|--|
| Last Friday of the Month from April to August 2024 | Bike to Boba | Estimate of 20 to 30 students at each of five events |
| August 2024 | Back to School & Ice Cream Social events at 12 locations | <ul style="list-style-type: none"> ▪ Staff attended 12 back to school events |
| October 26, 2024 | Monster Bash, Rengstorff Park | <ul style="list-style-type: none"> ▪ 180 bike rodeo participants ▪ 35 free bike repair recipients ▪ 100 ped crossing participants |
| December 9, 2024 | Christmas Tree Lighting | <ul style="list-style-type: none"> ▪ 50 Vision Zero Safety Game participants ▪ 100 Information table people |
| April 20, 2025 | Earth Day: “Learn to Bike” Session | <ul style="list-style-type: none"> ▪ 100 Bike Rodeo participants ▪ 50 Vision Zero Safety Game participants |
| April 21, 2025 | Walk and Roll Event <ul style="list-style-type: none"> ▪ Gabriella Mistral Elementary School ▪ Landels Elementary School ▪ Bubba Elementary School ▪ Theuerkauf Elementary School ▪ Graham Middle School ▪ Mountain View High School | <ul style="list-style-type: none"> ▪ 50 students participated in MVWSD and parents led Walk and Roll event ▪ 25 helmets and bike lights were provided for students |

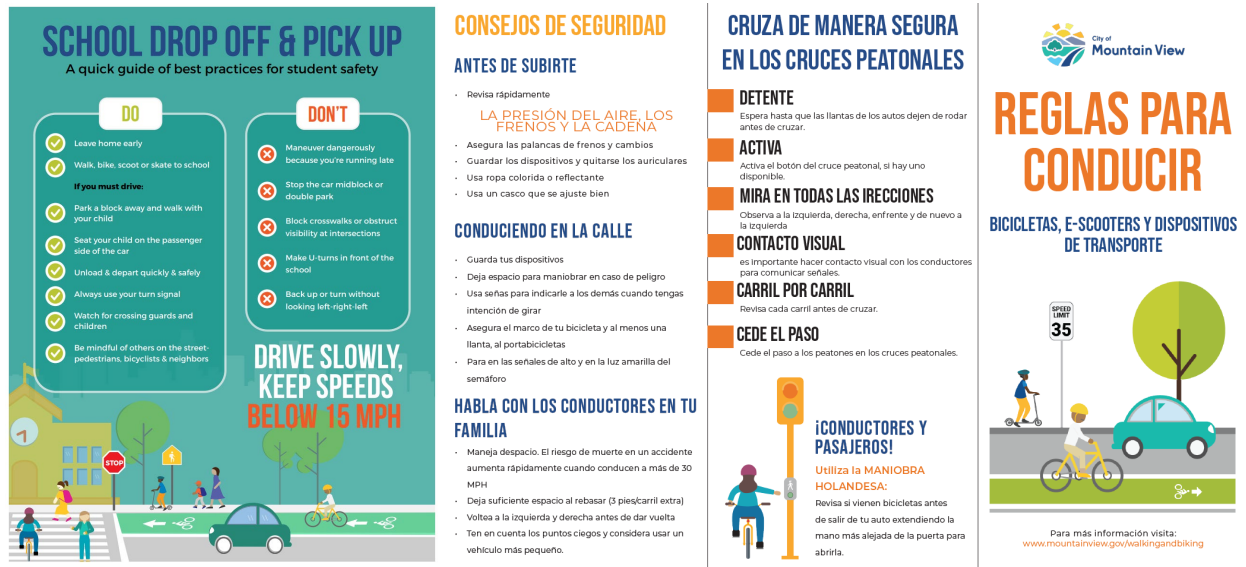
Ice Cream Social and Back to School

In July and August 2024, SRTS staff attended ice cream social and back-to-school events at 12 schools. During these events, staff shared information about the SRTS program, discussed parents’ commute patterns, and provided guidance on the safest routes for students to travel to school. They also engaged with parents and school staff to understand transportation safety concerns.

Additionally, pamphlets for “Rules of Riding” and “Best practices of School Drop off & Pick-up” (

Figure 3: Handout Material in English and Spanish) were prepared to share with the families for student safety.

Figure 3: Handout Material in English and Spanish



Lessons Learned

1. Parents are more interested in talking to staff about learning how to walk and bike safely to school during the ice cream social than during back to school events.
2. During these events, parents are also interested in learning about where to drop off and pick up students near schools (not directly in the drop-off zone).
3. Parents expressed the need for support in identifying nearby groups to partner with for Walk and Roll events or to find families for carpooling. They also requested help in building connections for their children to find other students to walk and bike with safely.

Monster Bash

SRTS staff hosted bicycle and pedestrian safety outreach activities at the annual Monster Bash event on October 26, 2024, at Rengstorff Park. This marked the fourth consecutive year of SRTS program participation in this popular community event, with attendance and engagement continuing to demonstrate strong growth.

The event attracted an estimated 3,000 – 5,000 attendees, providing an excellent opportunity to reach families with transportation safety education and activities. Many families interacted with the safety activities, including:

- 180 students participated in the Safe Moves City bike rodeo where a more than fourfold increase from the previous year.
- 100 students participated in traffic safety–themed craft activities.
- 80 students participated in pedestrian safety games.
- 35 people received free bike repairs provided by BikeMobile.
- 30 participants joined the family bike ride.

The 2024 event showed remarkable growth in bike rodeo participation (180 vs. 80 in 2023), demonstrating the continued success of bilingual advertising and progressive community engagement. Several elements from the 2023 event were retained due to their success, including the family bike ride from Mountain View Public Library, BikeMobile repair services, and craft activities. Staff received positive feedback from parents and bicyclists who appreciated both the safety training and the free bike repairs.

Why Community Rodeos are Vital for SRTS

- Community Rodeos are essential to Safe Routes to School programs because they engage parents and caregivers directly in their children's safety education. They play a crucial role in shaping their children's understanding of traffic safety, and these community events allow families to learn together.
- Community Rodeos provide parents with the opportunity to observe their children's riding abilities and traffic safety knowledge firsthand.
- These events are designed to motivate parents to take a more active role in their children's ongoing safety education. Staff encourage families to practice together, whether riding bicycles or walking and to reinforce safety skills. **By educating both children and parents, Community Rodeos empower families to work together in building lasting safety awareness.**

Lessons Learned

4. Plan for additional consultant staffing and detailed planning for bike rodeo activities.
5. Consider implementing a punch card system for giveaways to streamline distribution.
6. Explore and evaluate the need for translator services to enhance accessibility.
7. Streamline event sign-up processes to reduce wait times.
8. Provide small, well-balanced bikes appropriate for ages 4–7, as many participants were preschoolers.

9. Plan for future growth if participation doubles. Unique challenges may arise due to limited space (minimum 60' x 100' required), mixed age groups causing course slowdowns, time-intensive helmet fitting, parent expectations for non-independent riders, and lengthy permission form processes.
10. Continue bike light incentive programs that successfully encourage participation in multiple activities.

Figure 4: Activities Conducted at Monster Bash, October 2024



Walk and Roll Event

The SRTS team partnered with the Mountain View Whisman School District (MVWSD) to host a district-wide Walk and Roll event for all public elementary and middle schools in Mountain View. This event was a collaborative effort led by MVWSD staff, parents, and students. The SRTS team contributed by providing Walk and Roll flyers and giveaways. This initiative highlighted the value of building partnerships with the district staff and parents who are actively engaged in promoting safe and sustainable transportation options in Mountain View.

Along with the district, several parents initiated and continued monthly Walk and Roll events throughout the school year. Parents participated by biking with students to school and distributing incentives to encourage walking and biking. These parents-led activities reduce school traffic, improve transportation safety and help build a culture of walking and biking to school.

Lessons Learned

1. District scheduling and communication signals official support for Walk and Roll events, ensuring the event is recognized within the school calendar, and providing clear guidance for participation.
2. The Safe Routes to School Coordinating committee advised that volunteer and staff resources are best dedicated to welcoming students at school.
3. If events grow to include walking school buses and bike buses, it is important to acknowledge that it is hard to find and sustain adult volunteers for supervision and leadership.

Christmas Tree Lighting

For the Christmas Tree Lighting, SRTS staff provided transportation information and hosted the Vision Zero pedestrian safety game. The pedestrian safety game provides multimodal information on roadway rules and safety. Around 50 people participated in the game.

Earth Day: “Learn to Bike” Session

At Earth Day, the SRTS team hosted a “Learn to Bike” session. Over 100 students learned and practiced essential skills such as balancing, stopping, and navigating corners and ramps within Safe Moves City. Additionally, the team hosted a Vision Zero pedestrian safety game

and students and parents participated in this engaging activity, answering questions about walking, biking, and driving rules.

Bike to Boba

The View Teen Center hosts “Bike to Boba,” a staff-led bike ride where teens visit a different boba shop each month. This free program is open to students in 6th through 12th grade. The SRTS team partnered with The View Teen Center to provide bike safety education and accompany participants during the ride. Before the ride, the SRTS staff delivers a bike safety presentation, and throughout the event, they offer safety tips and reinforce the rules of the road.

Lessons Learned

1. Coordinate with internal staff in advance to discuss event logistics and expectations.
2. Conduct a post-event debrief to evaluate pre-event advertising, staffing, and roles and responsibilities.
3. Increase event promotions (through email broadcast, posting on social media and website) to enhance program awareness and encourage bike rodeo and teen participation.
4. Increase staffing (from The View Teen Center, volunteers, and consultants) during the ride or event to ensure all students follow the rules of the road.

4 CURRICULUM DEVELOPMENT

In 2023-2024:

The instructional modules were developed for the purpose of adding transportation safety instruction at the school level. The modules are targeted at grades 4, 7, and 11. They were informed by the input from the SRTS Coordinating Committee and school representatives about the gaps in available safety instruction in Mountain View in comparison to the unsafe behaviors and types of crashes that happen in Mountain View. Additionally, five peer reviews (including four North American and one Australian) were conducted to shape the modules. Refer to [2023-2024 Safe Routes to School Program Final Report](#) for more information.

Each module includes a curriculum outline, lesson plans, and supplemental materials to support instructors and learners. Across all grades, the lessons range in length from 45 to 60 minutes. Lessons include presentations, worksheets, activities, and discussion.

The 4th grade lessons are:

- Lesson 1: Walking or Riding Safely near Traffic and Parking
- Lesson 2: Common Mistakes Vehicle Drivers Make
- Lesson 3: Basic and Advanced Signs & Traffic Control Devices.

The 7th grade lessons are:

- Lesson 1: Walking or Riding Safely near Traffic and Parking
- Lesson 2: Common Mistakes Vehicle Drivers Make
- Lesson 3: Basic and Advanced Signs & Traffic Control Devices
- Lesson 4: Using Innovative Bicycle Facilities
- Lesson 5: Route Planning and Map Reading

The 11th grade lessons are described below.

- Lesson 1: Active Transportation as a Way of Life
- Lesson 2: Navigating the Urban Environment
- Lesson 3: Imagined Safety and Personal Responsibility
- Lesson 4: Mapping a Safe City
- Lesson 5: Community Advocacy and Creating Change

In 2024-2025

Materials were revised after review by instructional coaches at the Mountain View Whisman School District. The key takeaway after meetings with various school district stakeholders

from elementary, middle and high schools across the city was that classroom teachers do not have the time and capacity to pilot the materials during instructional time.

As a result, the SRTS team is exploring alternative venues and media for sharing the lessons in Year 3 through clubs, committees, and videos.

5 DATA COLLECTION AND PROGRAM EVALUATION

Data for the SRTS Program Evaluation was collected using a standardized survey tool provided by the National Center for Safe Routes to School. For 2024-2025, the Student Commute Tally forms were used to collect student journey data to and from school.

SRTS Student Travel Tallies

High Level Process

- SRTS Staff provided instructions to each school district about how teachers conduct in-classroom hand tally data collection and data entry.
- The announcement for the survey emphasized the role of teachers in supporting the City's plan to enhance safety and promote responsible travel behavior for both adults and children on city streets.
- For data collection, schools were instructed to select two days between the three-day window from April 1, 2025 (Tuesday) to April 3, 2025(Thursday).
- Data collection consisted of teachers asking students to raise their hand when the mode of travel they used to get and from school was called out.
- Mode share percentages were calculated by summing the responses for each mode and dividing by the sum of hand raised.
- First year collecting data on high school students driving to school alone.

Note: Results in this section represent the data analysis and results from Thursday only. Data from Tuesday was excluded due to inclement weather, and Wednesday's data was not considered because few schools had low or no participation.

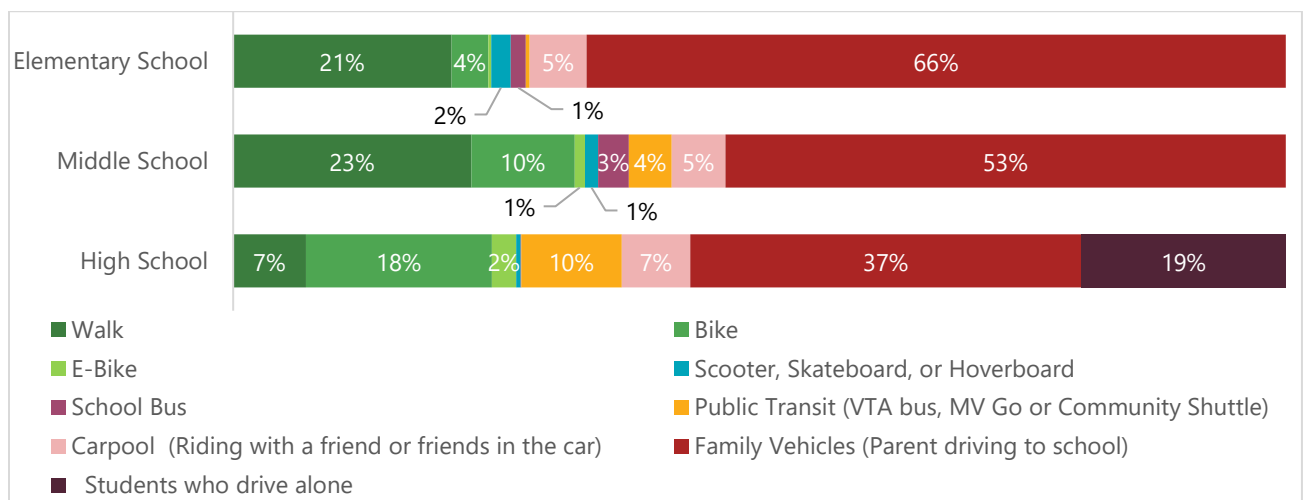
Student Tally Results

- 2,485 students responded on Thursday, representing 38% of participation rate across nine elementary schools, two middle schools, and one high school.
- Average participation rates were 32% in elementary, 69% in middle, and 34% in high school.
- Isaac Newton Graham Middle School had the highest participation (86%), while the lowest was at Amy Imai Elementary (12%) and Benjamin Bubb Elementary (11%).

Table 7: Student Travel Tally Response Rate by School

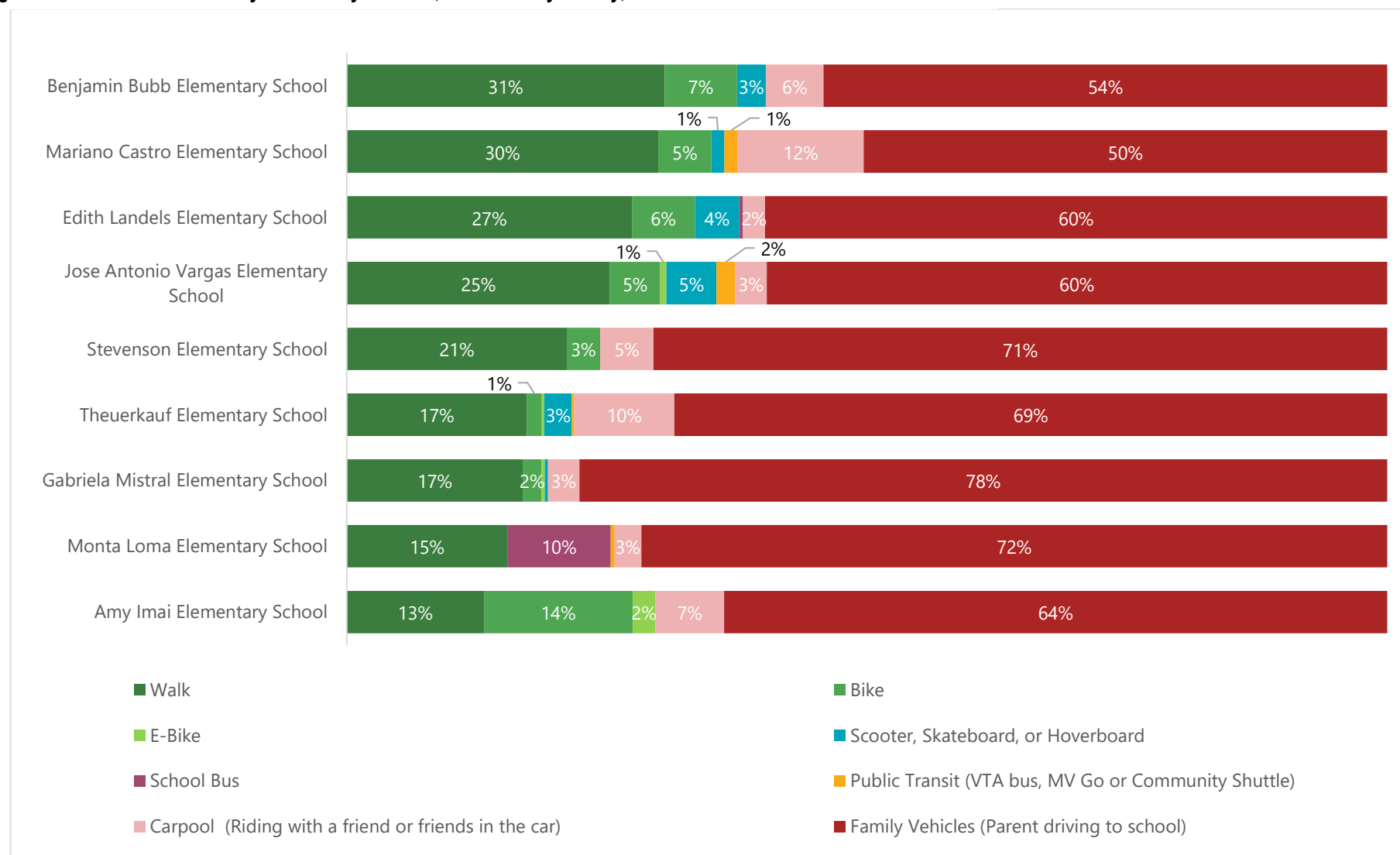
| School | Response Rate |
|------------------------|---------------|
| Amy Imai ES | 12% |
| Benjamin Bubb ES | 11% |
| Crittenden MS | 52% |
| Edith Landels ES | 39% |
| Gabriela Mistral ES | 44% |
| Isaac Newton Graham MS | 86% |
| Jose Antonio Vargas ES | 24% |
| Mariano Castro ES | 30% |
| Monta Loma ES | 50% |
| Mountain View HS | 34% |
| Stevenson ES | 17% |
| Theuerkauf ES | 66% |
| Grand Total | 38% |

- Figure 5 shows the student mode share by Grade level for 2024-2025. All grade levels report driving to/from school as most common travel mode, but dependency reduces after Elementary School.
- The share of students biking, carpooling or taking transit increased with age, while share of walking decreases in high school.

Figure 5: Student Mode Share by Grade Level, Student Tally Survey, 2024-2025

- Figure 6 shows the student mode share distribution for different Elementary Schools. A high reliance on family vehicles is seen, with all schools exceeding or at 50% in mode share.
- Gabriela Mistral ES is particularly notable with 78% of respondents using family vehicles to get to/from school.

Figure 6: Student Mode Share by Elementary Schools, Student Tally Survey, 2024-2025

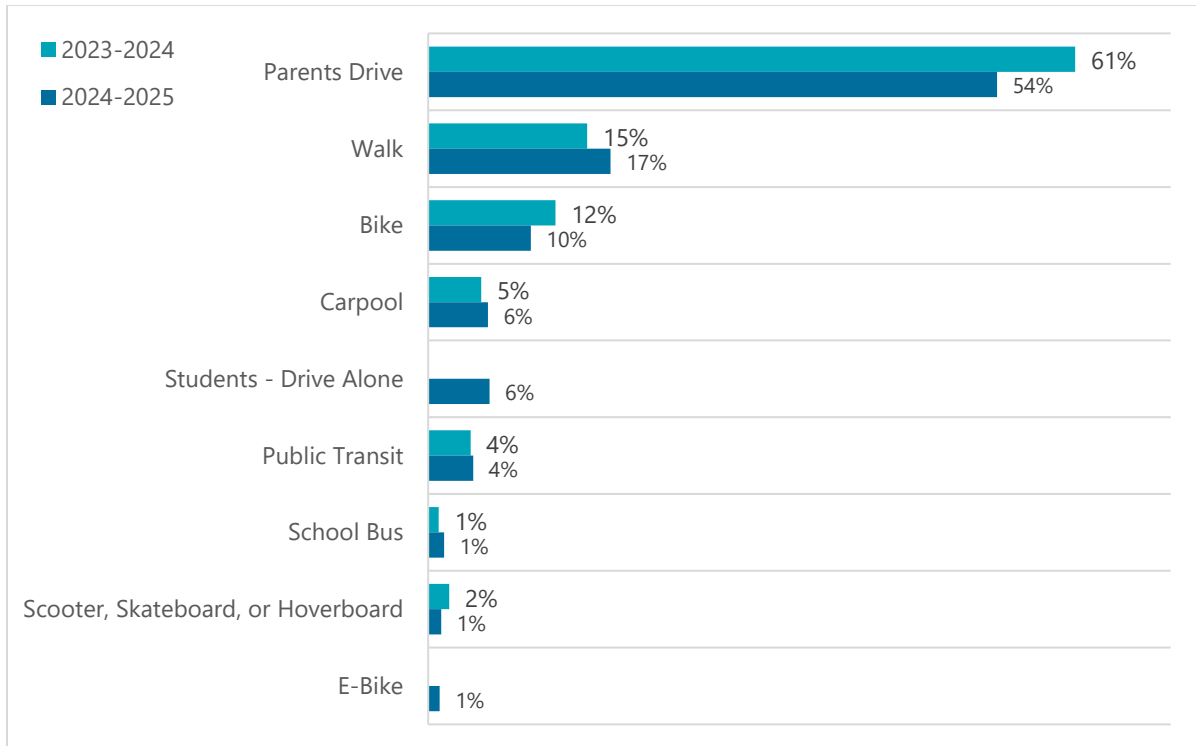


Student Hand Tally Mode Share

Mode share comparisons between the 2023–2024 and 2024–2025 school years are shown in Figure 7.

- Car dependency decreased slightly considering the drop in parent driving, partially offset by the newly tracked student driving. However, parent driving remains the dominant mode.
- Biking decreased slightly while walking increased, keeping overall active transportation (walking, biking, scooters, skateboards, hoverboards, and E-bikes) steady.
- Alternative transportation modes remained largely unchanged, with carpooling showing a small increase and public transit staying the same.

Figure 7: Mode Share Comparison, Student Tally Survey, 2023-2024 & 2024-2025



Lesson Learned

- Proactive communication of MVWSD with schools emphasizes that consistent, early engagement is essential for successful data collection.
- Missing data from Los Altos High School demonstrates that gaps in key participants can skew results and limit validity.

- External factors like weather can affect data collection and participation.
- Climate change makes weather disruptions more unpredictable and frequent. For synchronized hand tally surveys, traditional contingency planning is limited. Weather-related data impacts may become a recurring reality rather than occasional gaps.
- Continuing to schedule future surveys in late March/early April ensures year-over-year consistency and potentially eliminates seasonal variables for better analysis.

6 ENGINEERING RECOMMENDATIONS

During 2024-2025, the SRTS program reviewed and revised countermeasure recommendations developed in an earlier program year. This work resulted in draft concept designs for the eleven schools. City staff reviewed the concepts and discussed a variety of potential delivery opportunities including through ongoing maintenance, the active transportation program, or other operations and capital avenues.

The initial design concepts include a variety of striping changes and operations changes. These include painted bike lanes, high visibility crosswalks, traffic signal modifications, and simple lane reconfigurations for traffic calming. City staff anticipate conducting further reviews to finalize the initial concepts and delivering them through ongoing maintenance, sign installations, or repaving.

7 LESSONS LEARNED

The Safe Routes to School program have made significant strides in promoting safer and more sustainable transportation options for students. It also continues to evolve and adapt to the needs of students, parents, and schools. There are five key areas for improvement: Program Coordination, In-School Training and Community Engagement, Curriculum Development and Program Resource, Program Evaluation, and Equity Program Delivery. The section below highlights potential steps to further strengthen the program's impact.

Program Coordination

- Sustain strong partnerships between school administrators, teachers, parents, and MVWSD. Aligning district support with community engagement and citywide safety efforts increases permission form returns and student participation with their own equipment. When awareness, infrastructure improvements, and school commitment converge, the program becomes embedded in school culture and fosters lasting safety and active transportation habits.
- Continue to coordinate with Los Altos School District. The program currently provides assemblies and bike maintenance days as a result of this strong partnership.
- Continue to host regular meetings among the City and school district liaisons to facilitate school-based scheduling of education and encouragement activities.
- Strengthen collaboration with student-led groups and initiatives for more engagement and involvement, fostering peer-to-peer influence to drive lasting behavior change.
- Explore strategies to expand program offerings to private schools. No private school accepted SRTS services in 2023-2024 and 2024-2025.
- Review the Safe Routes to School website and make simple revisions. These might include adding audience-specific categories for navigation (parents, schools, students, community members) and establishing clear sections, call outs as well as calls-to-action that guide users toward specific events and goals (finding routes, joining events, volunteering).

In-School Training and Community Engagement

- Continue annual events (Monster Bash, Bike to Boba, Walk and Roll, Earth Day) while involving student bodies and parent volunteers to build momentum, raise awareness, and promote shared ownership of safe and active transportation.
- Continued scheduling and communication from the District is essential. This leadership provides official support, promotional backing, and calendar recognition for events like Walk and Roll.

- School based volunteers are regularly recruited from student parents, and by definition this results in turnover as students advance. Expanding the volunteer base to institutionalized school-named roles in administration, clubs or parent associations can create a more diverse and sustainable base.
- Large-scale events like Monster Bash would benefit from operations improvements such as implementing a passport punch card to increase family participation, a bike rodeo streamlined sign-up process that reduces wait times, and a wider range of bike sizes to support smaller riders; evaluate translator service needs.
- Implement a "Park and Walk" initiative and/or a school street to reduce multimodal conflicts at the school entry.
- Support a parent or school staff Safe Routes to School Coordinator position at each school to support program activities and ease the administrative burden on principals.

Curriculum Development and Program Resources

- Assess the impact and need for webinar-style lesson plans, which can be made accessible through the city's program website, giving schools (especially high schools) flexibility in curriculum implementation. Include reporting mechanisms to track usage and measure educational impact.
- Prepare and circulate e-bike safety training materials as usage increases. Provide safety handouts during orientation, explore e-bike parking permit systems to track usage, and offer dedicated safety webinars for riders.
- Coordinate with high schools to explore tailored driver education workshops or targeted safety training for students seeking parking permits, potentially making participation a requirement of the permit process.
- Develop Drop-off and Pick-up Safety materials for parents and caregivers to address unsafe driving during drop-off and pick-up (Example: <https://f.io/qZYSDors>). Complement this with MVPD involvement during peak times to manage traffic flow and provide direct education to parents and students on safe practices.

Program Evaluation

- Conduct student tallies at the same time annually and emphasize to schools that surveys are essential monitoring tools to maintain program support.
- Include private schools in hand tallies and parent/caregiver surveys for comprehensive mode share and safety evaluation.
- Establish a consistent and accessible mode share dashboard with a benchmark goal for each school on the program website to provide insights into transportation

trends, assist in comparing data across schools, and measure the impacts of interventions.

- Consider an annual recognition event for schools with the lowest car mode share and/or greatest improvement.

Equitable Program Delivery

- Continue collecting student travel tally data and expand demographic insights through parent/caregiver surveys to identify underserved populations, participation gaps, and related program or safety feedback.
- Assess program reach by documenting participation rates and evaluating whether current materials, messaging, and outreach methods are accessible and effective for diverse communities.
- Leverage community partners and neighborhood networks to distribute surveys and reach diverse and vulnerable families. Continue providing translated materials and adjust outreach methods based on the engagement findings.
- Use research findings and survey feedback to develop data-informed, equitable SRTS strategies tailored to the needs and challenges of specific neighborhoods (as identified).
- Strengthening partnerships with community organizations by providing SRTS-specific materials and support for tailored activities informed by observed trends and survey feedback.
- Explore safety concerns beyond traffic safety through the parent/caregiver survey to understand whether personal safety issues (such as gender-based harassment, poorly lit routes, or isolated areas) affect route choices for certain student populations.