

SRTS Student Tally Summary

Fall 2009

In compliance with the SRTS Evaluation Plan 2009–2011, student tally surveys were performed at all six elementary schools and two middle schools in the Carson City School District. All students at 2nd, 3rd, and 5th grade were surveyed at Bordewich, Empire, Fremont, Fritsch, Mark Twain, and Seeliger elementary schools, all 7th grade students were surveyed at Eagle Valley MS, and a sample of 7th grade students were surveyed at Carson MS. The official Safe Routes to School “Student Arrival and Departure Tally Sheet” was used at all schools except Eagle Valley MS. The form at Eagle Valley gathered the same information, as well as additional information, however, it failed to capture bicycle use data, so this is missing from the results.

This is the first time that evaluation using the student tally has been performed district-wide. During the 2008–2009 grant period, several student tally surveys were completed, as well as some parent surveys, however, these were inconsistent in respect to grade levels and coverage. Therefore, direct comparisons of 2008–2009 data to the fall 2009 data is probably not reasonable.

Results

For active transportation modes, rates of walking ranged from 6% at Fremont to 50% at Empire, with an average of 20%; bicycling ranged from 1% at Carson MS to 3% at Mark Twain, with an average of 2%; and other (which includes skateboards and scooters) from 0% at Carson MS and Eagle Valley MS to 4% at Seeliger, with an average of 2%..

For inactive transportation modes, rates of school bus transport ranged from 6% at Empire to 46% at Fremont, with an average of 33%; family vehicle transport ranged from 36% at Empire to 46% at Fritsch with an average of 40%; and carpool ranged from 0% at Eagle Valley MS to 5% at Fremont, with an average of 4%. There were insignificant amounts of transit use.

The attached spreadsheet and pie chart shows the data and distribution for the district.

At the elementary level, these high and low rates are consistent with the nature of the attendance zones for each school. Empire is the most compact or neighborhood attendance zone, with 94% of the student estimated to be within the one-mile walk zone. Bordewich and Fremont are the least compact or neighborhood attendance zones, with only about 60% within the walk zone.

The attached spreadsheet and line chart shows the correlation between total active transportation modes (walking, bicycling, skateboarding and scootering) and the estimates percent of students who live within the walk zone. The data track pretty well, so this accounts for a significant portion of the variation between schools in active transportation rates.

It should be noted that students “within walking zone” is an estimate based on bus numbers on poor weather days, provided by the district transportation, and an qualitative analysis of maps. The district does not have any data about how many students live with the walk zone or bus zone. There is extensive anecdotal evidence that a significant number of students who live within the bus zone are

instead being driven to and/or from school by their parents, but quantitative data is available. This is a concern because privately owned vehicles are significantly less safe than buses, produce more air pollution, and congest drop-off/pick-up areas at the schools.

In addition to the attached district-wide data and charts, data and pie charts for each school are posted on each school's web page at <http://srts.raincloudpub.com/schools/index.php>.

Next Steps

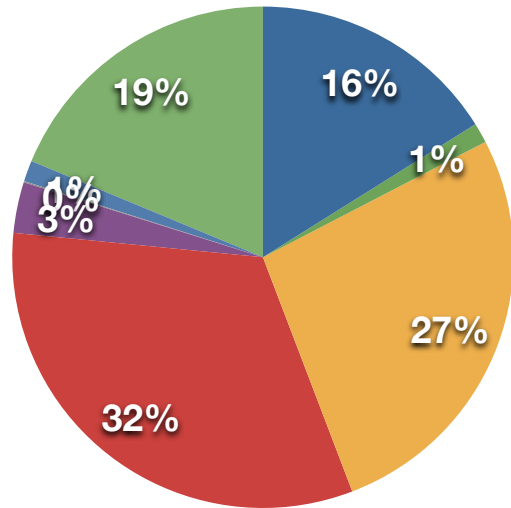
The student tally will be completed again in the spring of 2010, and this additional data will be comparable to the fall 2009 data. The official form will be used in all cases so that data collection is consistent. The intention is to complete the survey the week before the spring walk to school day "Nevada Moves," which will be April 19–23.

The "Survey About Walking and Biking to School - For Parents" will be completed during the winter, however, it has not been determined yet what grade levels will be used and whether there will be an attempt to reach all families or just a sample.

Once the spring data has been collected, a report can be written that addresses the specific Goals, Objectives, and Items outlined in the SRTS Evaluation Plan 2009–2011, which address student and parent behavior.

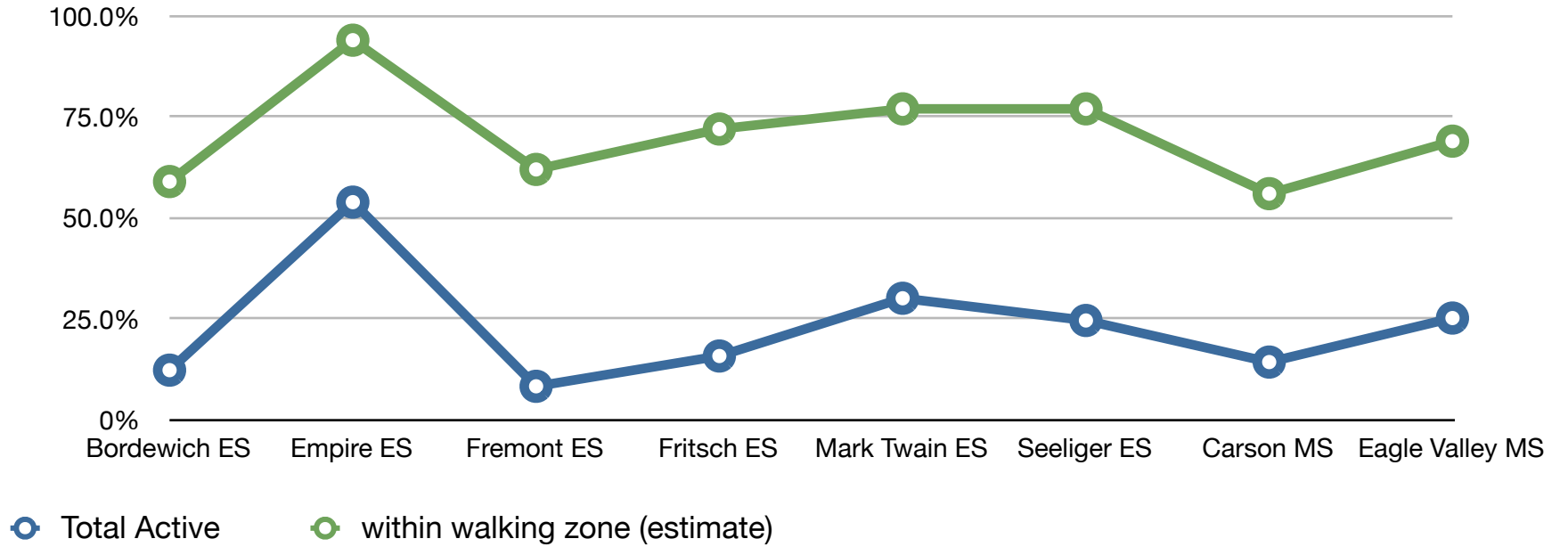
Student Tally Data, Fall 2009, Carson City School District

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other	Total Active
Bordewich ES	9.8%	1.3%	42.8%	42.0%	2.6%	0.4%	1.2%	12.3%
Empire ES	49.9%	2.1%	5.6%	36.0%	4.5%	0.0%	1.9%	53.9%
Fremont ES	5.7%	1.3%	46.0%	40.5%	5.3%	0.0%	1.3%	8.3%
Fritsch ES	11.4%	1.9%	32.6%	46.4%	5.2%	0.0%	2.5%	15.8%
Mark Twain ES	24.9%	2.8%	25.3%	40.1%	4.5%	0.0%	2.4%	30.1%
Seeliger ES	18.1%	2.5%	32.1%	38.6%	4.8%	0.0%	4.0%	24.6%
Carson MS	13.5%	0.8%	45.2%	34.7%	5.4%	0.4%	0.0%	14.3%
Eagle Valley MS	25.2%	0.0%	34.4%	40.3%	0.0%	0.0%	0.0%	25.2%
average	19.8%	1.6%	33.0%	39.8%	4.0%	0.1%	1.7%	23.1%



- Walk
- Bike
- School Bus
- Family Vehicle
- Carpool
- Transit
- Other
- Total Active

Student Tally Data, Fall 2009, Carson City School District



Student Tally Data, Fall 2009, Carson City School District

	count	free & reduced	within walking zone (estimate)
Bordewich ES	589	55%	59%
Empire ES	551	78%	94%
Fremont ES	571	46%	62%
Fritsch ES	545	37%	72%
Mark Twain ES	567	53%	77%
Seeliger ES	631	31%	77%
Carson MS	1158	37%	56%
Eagle Valley MS	597	42%	69%
average		47.4%	70.8%