

# Sample Reports Generated by the Online Data System



Once your Student Travel Tallies and/or Parent Surveys have been entered into the Data System, you will be able to create reports that summarize your questionnaire data. There are three types of summary reports available for the Travel Tally and two types of summary reports for the Parent Survey.

## 1) One school at one time period report

This type of report contains information for 1 school at 1 time period. For example, Student Travel Tallies collected in May 2011 for 'Sample Elementary School'. Pages 2 and 7 provide examples of a sample school's Student Travel Tally report and Parent Survey report for data collected for one school at a particular time period.

## 2) One school's data collected at two time period report

Available for the Student Travel Tally data, this report uses tests to determine if there was a statistically significant change in travel mode when comparing two data collection time periods for the same school. For example, Sample Elementary's data collected in May 2011 and April 2012. Page 20 provides an example of a sample school's Student Travel Tally two time period comparison report.

## 3) Aggregated report

This type report is available for both the Travel Tally and Parent Survey. The report aggregates (combines) data collected during the same season for all the schools within a particular SRTS program. For the purposes of aggregating the sets:

- Spring 20XX contains sets of data collected during January – June;
- Fall 20XX contains sets of data collected during July-December

For example, the local SRTS program named "Example Program" has two schools: Sample Elementary and Test Primary School. Sample Elementary has a set of Travel Tally collected in April 2011 and Test Primary has Tallies collected in May 2011. The aggregate reports will combine the tally data from these two sets.

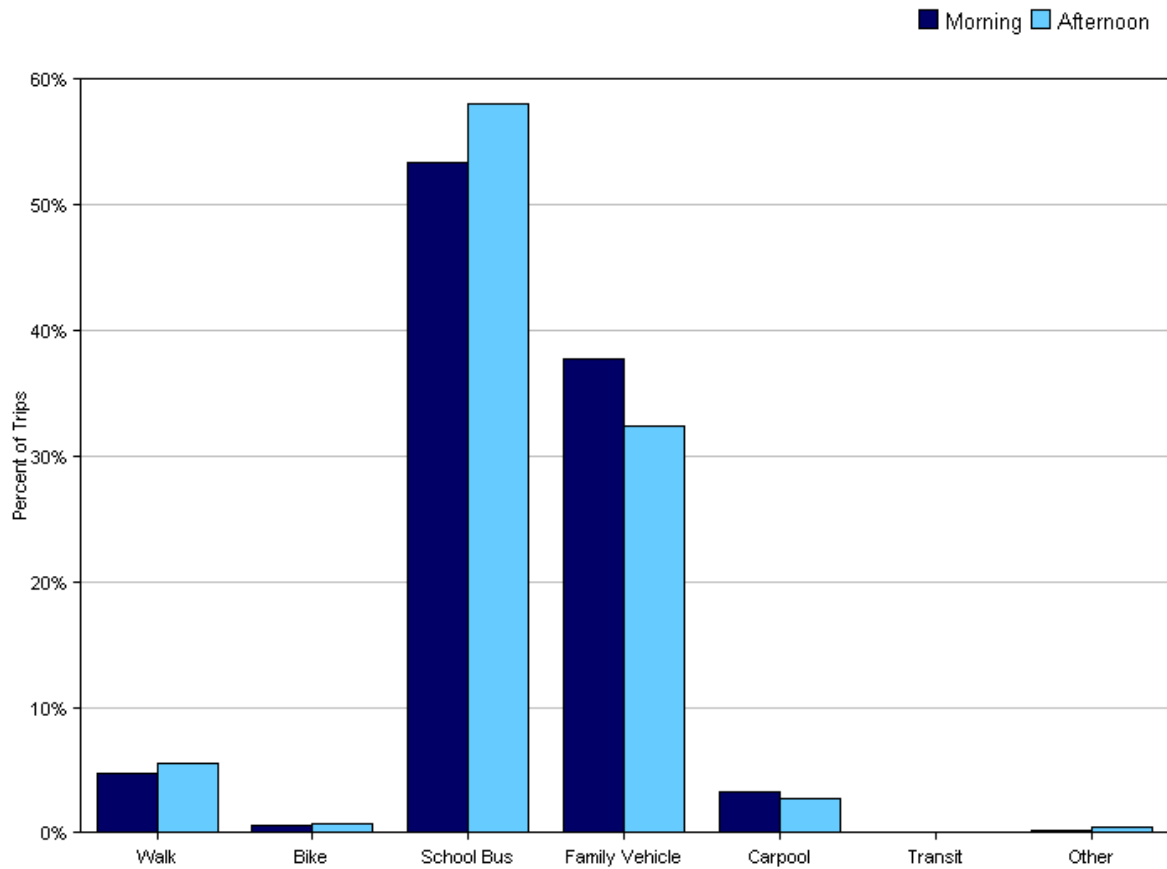
The aggregated reports display the same information as the 'one school at one time period reports' except the first page of the aggregated reports describe which schools and time period are included in the report.

Local SRTS programs can save these standardized reports as PDF files and use them for meetings and reporting requirements, inform parents and other stakeholders about current travel behavior, generate media interest, and to inform the development of SRTS activities.

## Tally Report

<b>Program Name:</b>	Sample SRTS Program	<b>Month and Year collected:</b>	January 2010
<b>School Name:</b>	Sample Middle School	<b>Set ID:</b>	790
<b>Reported Enrollment:</b>	750	<b>Reported Number of Classrooms:</b>	56
<b>Date Report Generated:</b>	07/14/2010	<b>Number of Classrooms Included in Report:</b>	50

### Morning and Afternoon Travel Mode Comparison

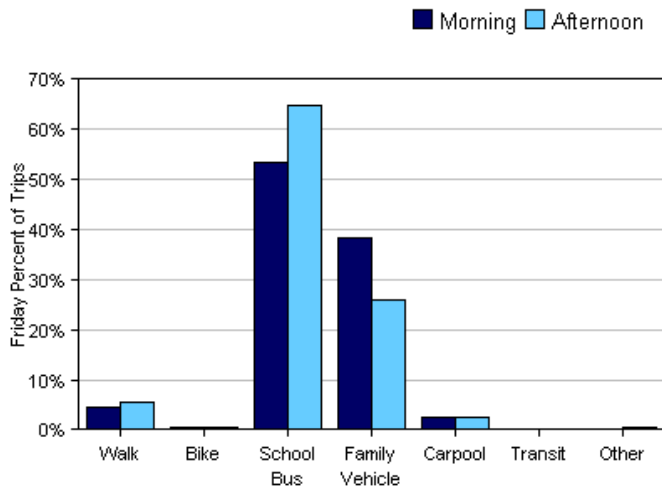
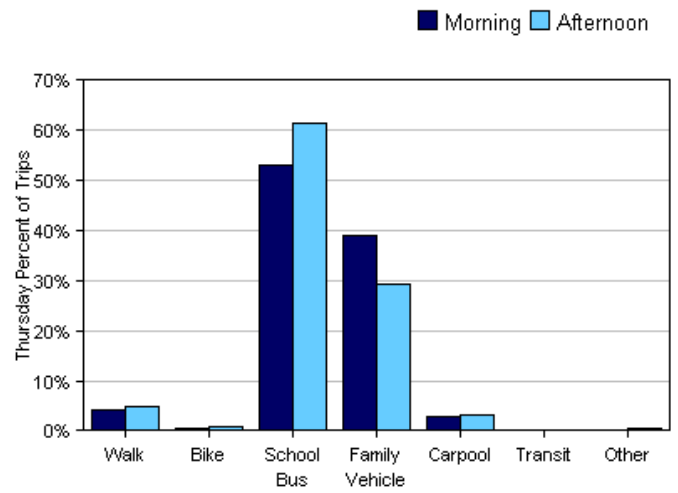
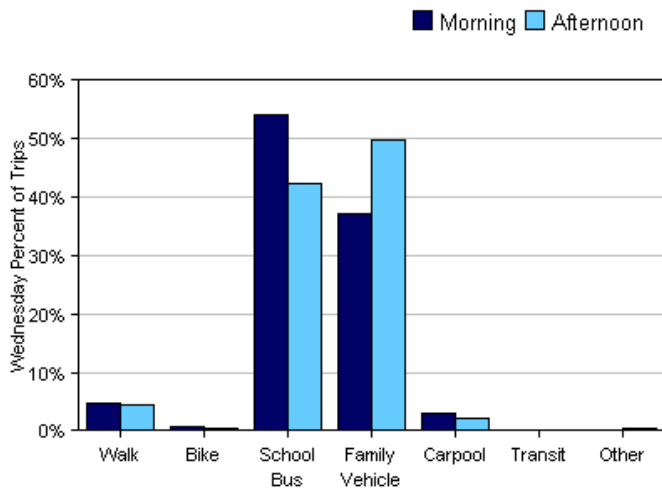
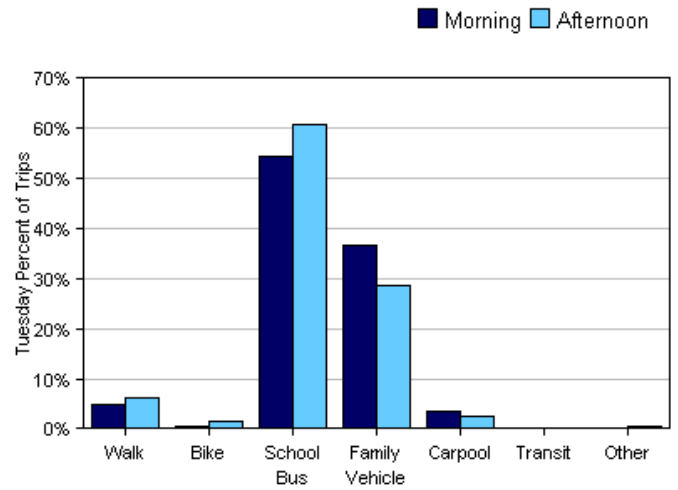
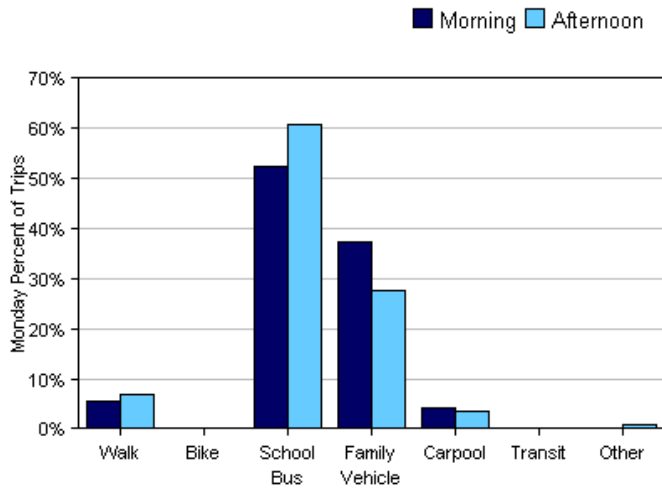


### Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4855	5%	0.5%	53%	38%	3%	0.1%	0.2%
Afternoon	4875	5%	0.7%	58%	32%	3%	0.1%	0.5%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

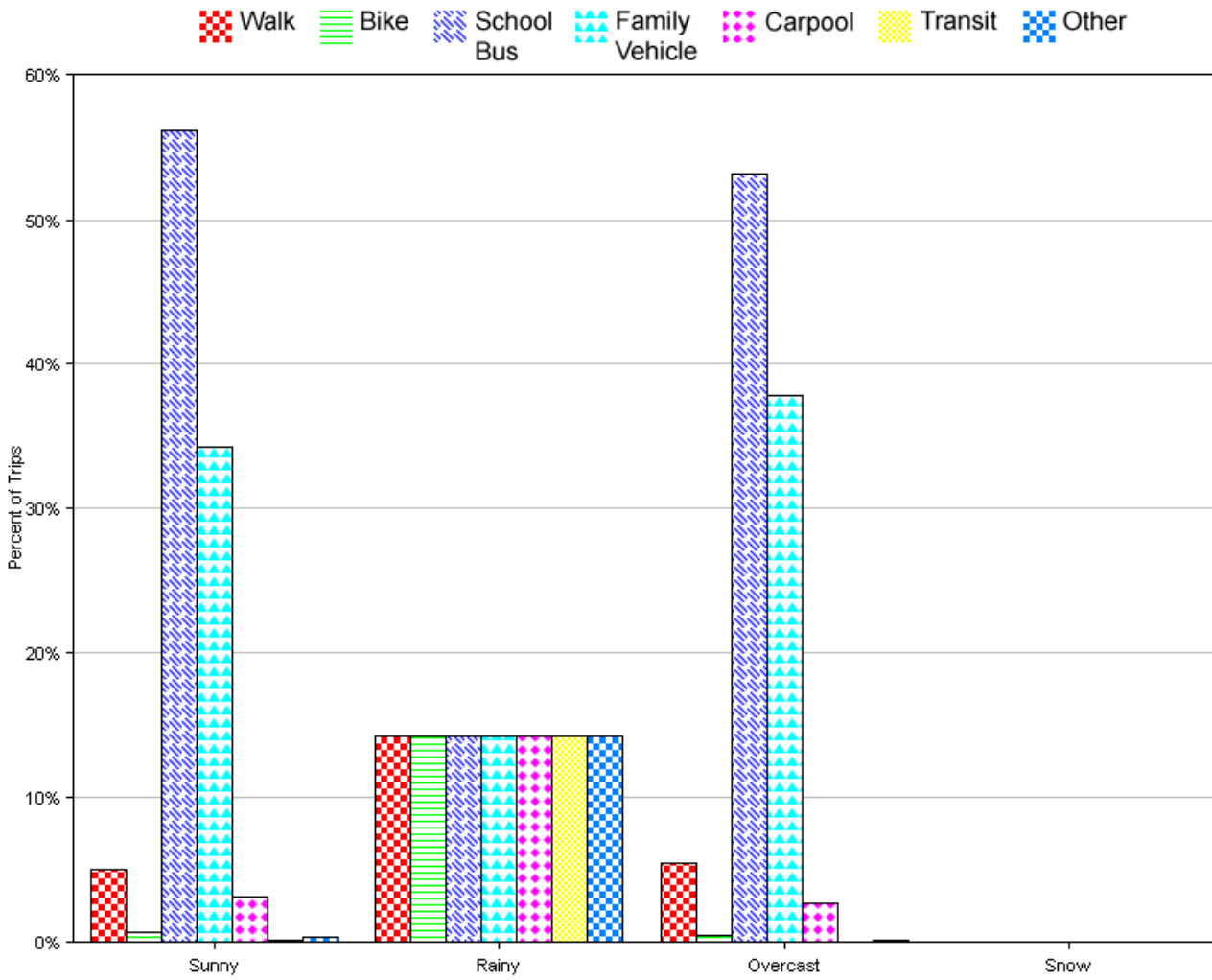


### Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Monday AM	967	5%	0.3%	52%	37%	4%	0.1%	0.3%
Monday PM	963	7%	0.3%	61%	28%	3%	0.1%	0.7%
Tuesday AM	969	5%	0.5%	54%	37%	3%	0.1%	0.2%
Tuesday PM	977	6%	2%	61%	29%	2%	0.1%	0.4%
Wednesday AM	1000	5%	0.6%	54%	37%	3%	0.1%	0.2%
Wednesday PM	1001	4%	0.5%	42%	50%	2%	0.1%	0.5%
Thursday AM	954	4%	0.6%	53%	39%	3%	0.1%	0.2%
Thursday PM	964	5%	0.7%	61%	29%	3%	0.1%	0.4%
Friday AM	965	5%	0.6%	53%	38%	3%	0.1%	0.3%
Friday PM	970	5%	0.6%	65%	26%	3%	0.1%	0.5%

Percentages may not total 100% due to rounding.

**Travel Mode by Weather Conditions**



**Travel Mode by Weather Condition**

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	7515	5%	0.7%	56%	34%	3%	0.1%	0.4%
Rainy	7	14%	14%	14%	14%	14%	14%	14%
Overcast	1585	5%	0.5%	53%	38%	3%	0%	0.2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

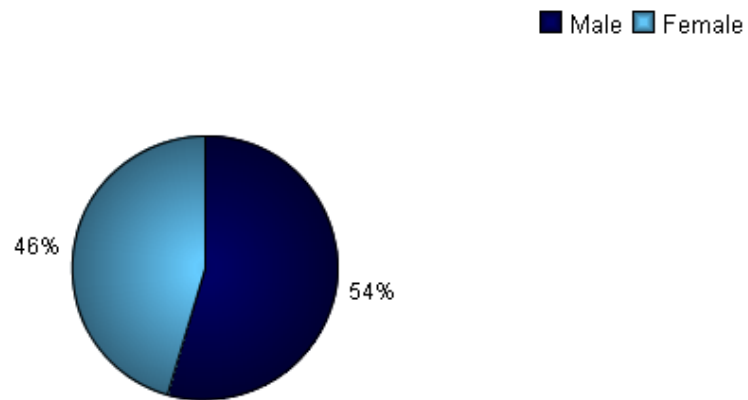
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## Parent Survey Summary

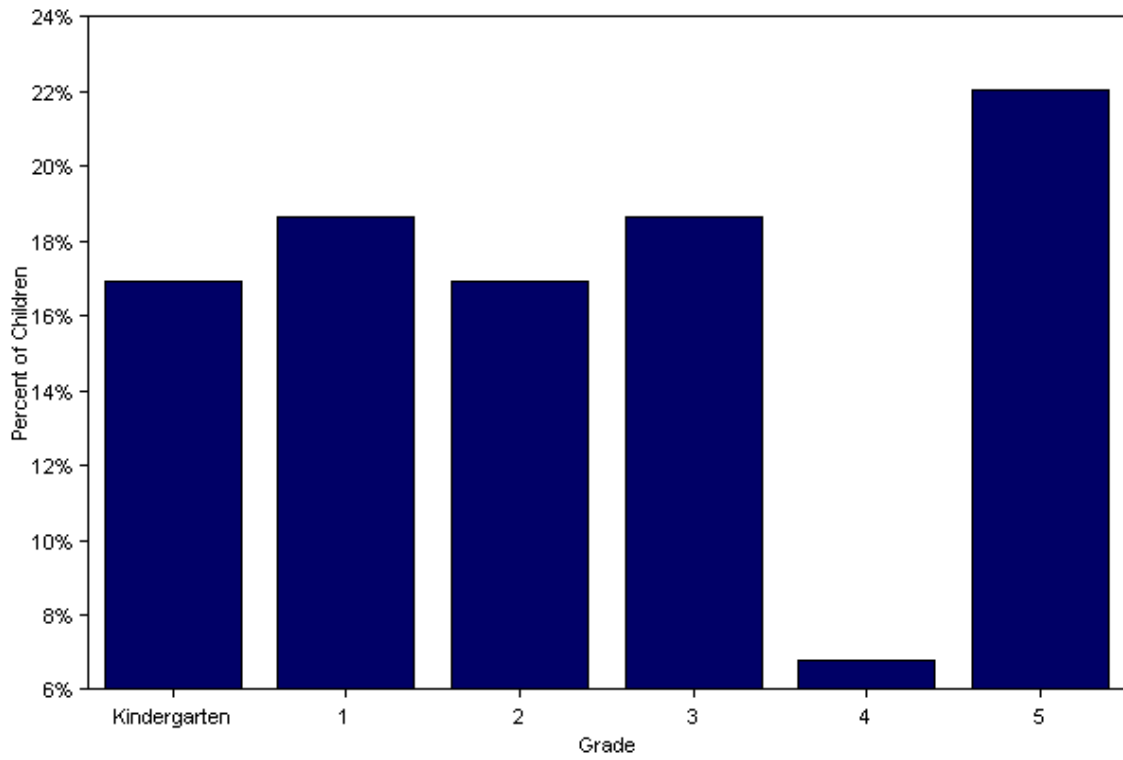
<b>Program Name:</b>	Sample SRTS Program	<b>Month and Year collected:</b>	January 2010
<b>School Name:</b>	Sample Middle School	<b>Set ID:</b>	770
<b>Date Report Generated:</b>	07/14/2010	<b>Reported Enrollment:</b>	750
<b>Number of Questionnaires Distributed:</b>	100	<b>Number of Questionnaires Analyzed for Report:</b>	59

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

### Sex of children for parents that provided information



### Grade levels of children represented in survey



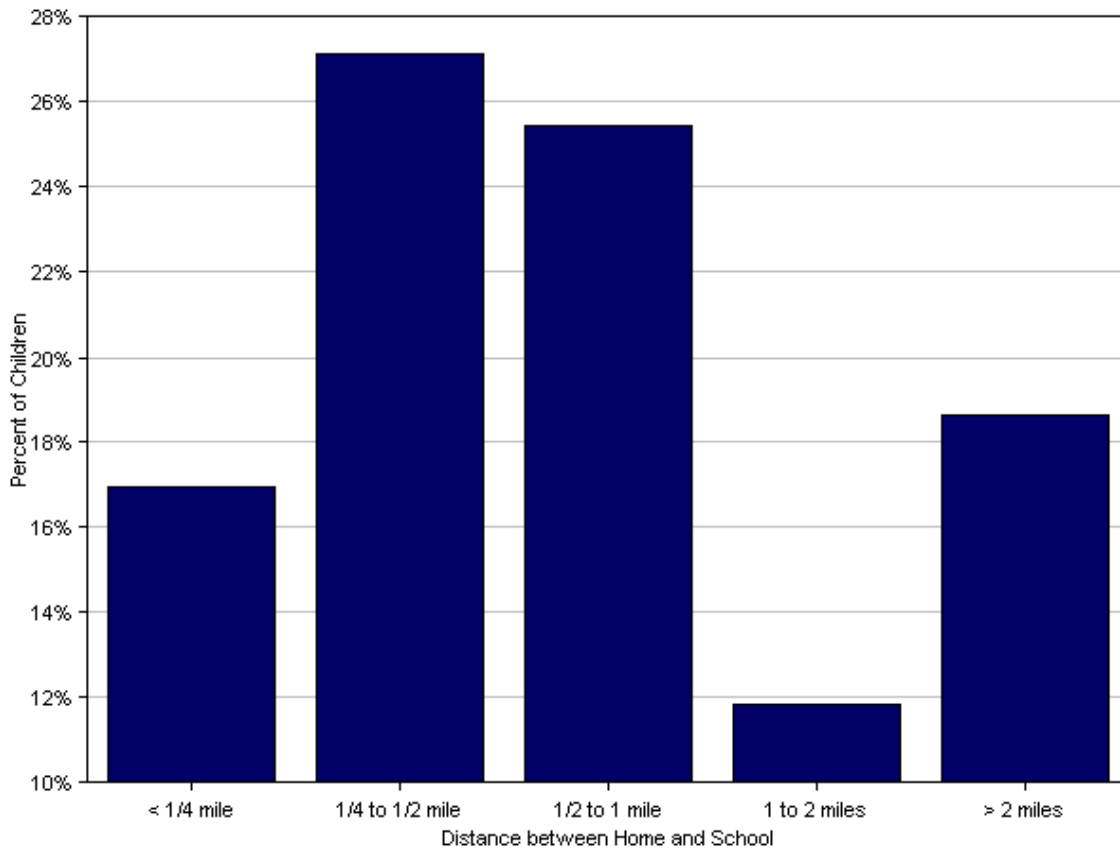
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	10	17%
1	11	19%
2	10	17%
3	11	19%
4	4	7%
5	13	22%

No response: 0  
 Percentages may not total 100% due to rounding.



### Parent estimate of distance from child's home to school

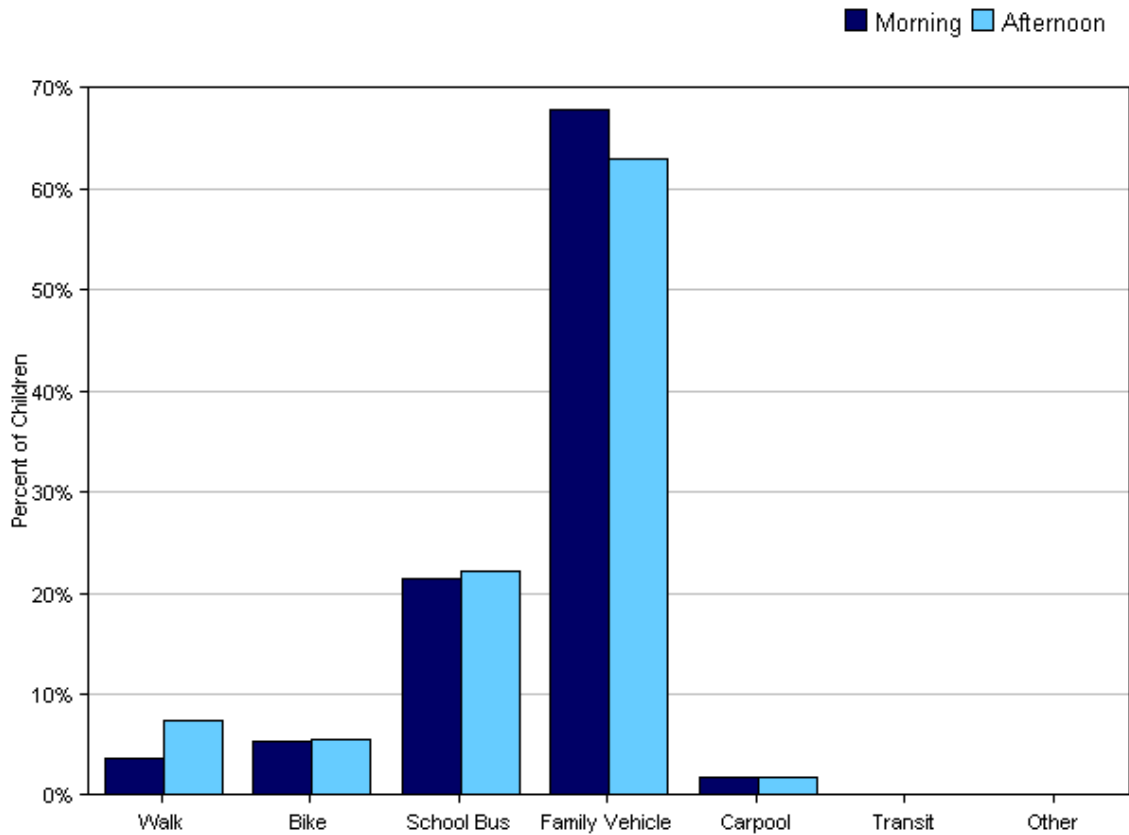


### Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	10	17%
1/4 mile up to 1/2 mile	16	27%
1/2 mile up to 1 mile	15	25%
1 mile up to 2 miles	7	12%
More than 2 miles	11	19%

Don't know or No response: 0  
 Percentages may not total 100% due to rounding.

## Typical mode of arrival at and departure from school



## Typical mode of arrival at and departure from school

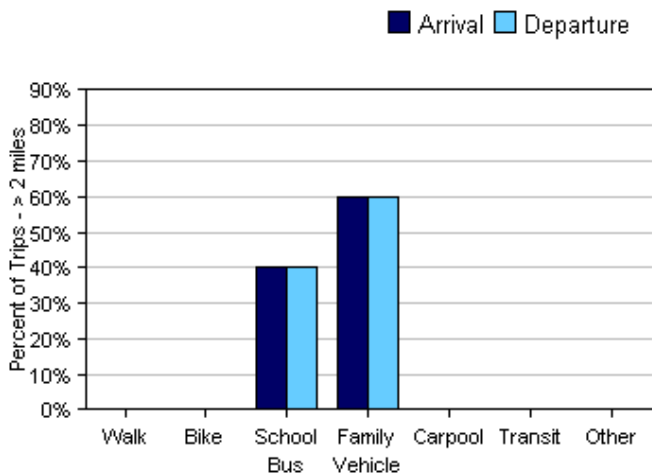
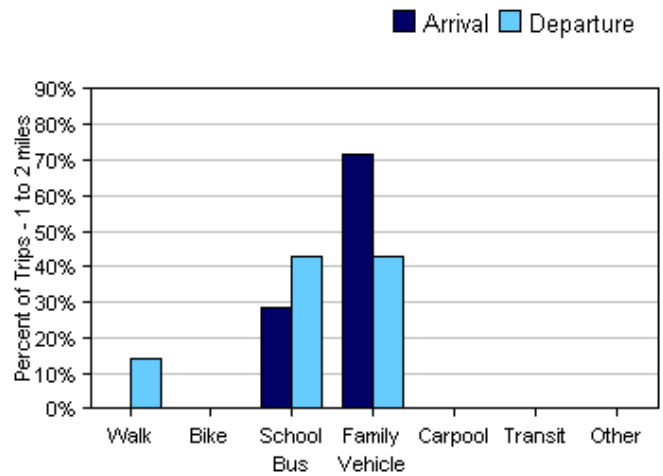
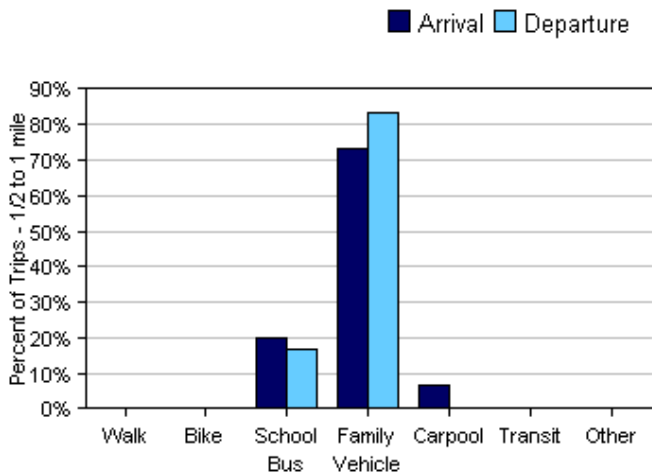
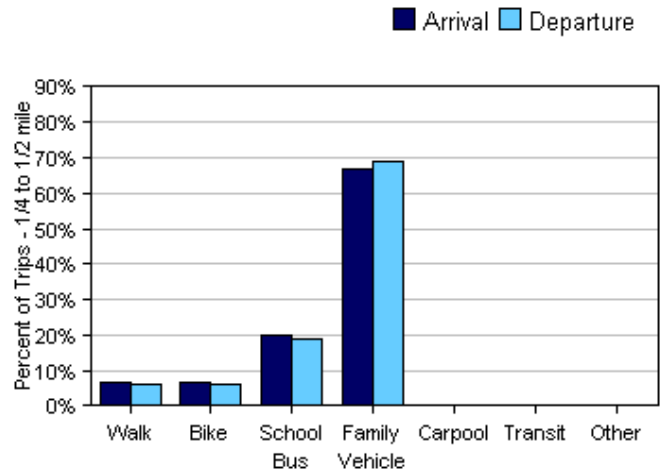
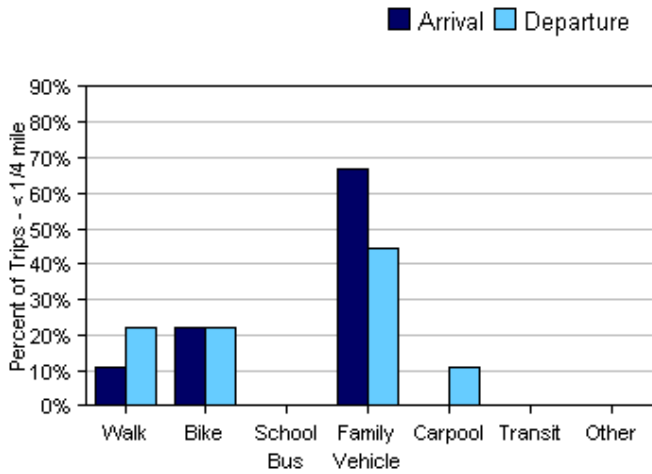
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	56	4%	5%	21%	68%	2%	0%	0%
Afternoon	54	7%	6%	22%	63%	2%	0%	0%

No Response Morning: 3

No Response Afternoon: 5

Percentages may not total 100% due to rounding.

# Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	11%	22%	0%	67%	0%	0%	0%
1/4 mile up to 1/2 mile	15	7%	7%	20%	67%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	0%	20%	73%	7%	0%	0%
1 mile up to 2 miles	7	0%	0%	29%	71%	0%	0%	0%
More than 2 miles	10	0%	0%	40%	60%	0%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

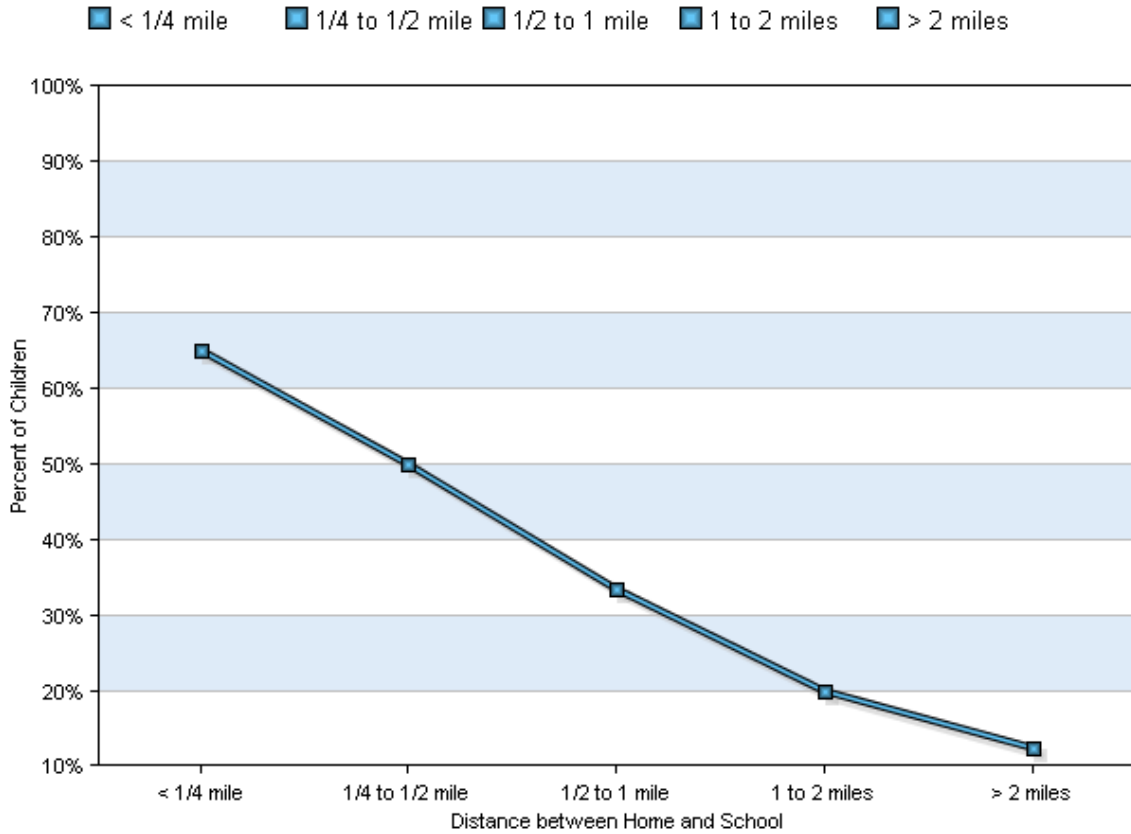
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	22%	22%	0%	44%	11%	0%	0%
1/4 mile up to 1/2 mile	16	6%	6%	19%	69%	0%	0%	0%
1/2 mile up to 1 mile	12	0%	0%	17%	83%	0%	0%	0%
1 mile up to 2 miles	7	14%	0%	43%	43%	0%	0%	0%
More than 2 miles	10	0%	0%	40%	60%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

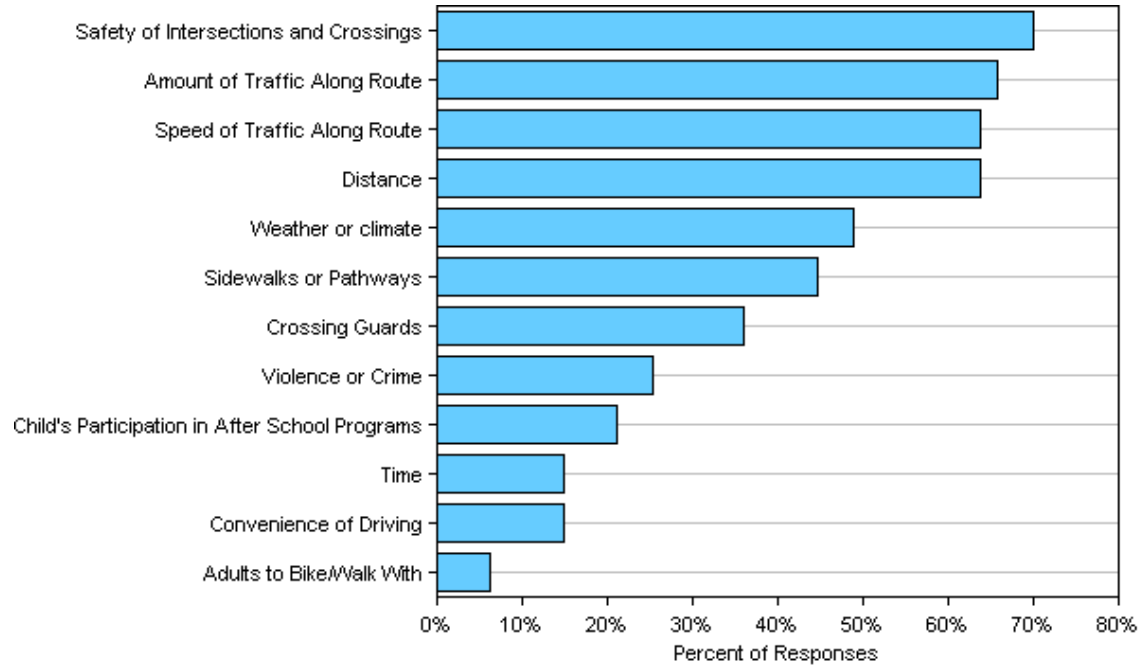


**Percent of children who have asked for permission to walk or bike to/from school by distance they live from school**

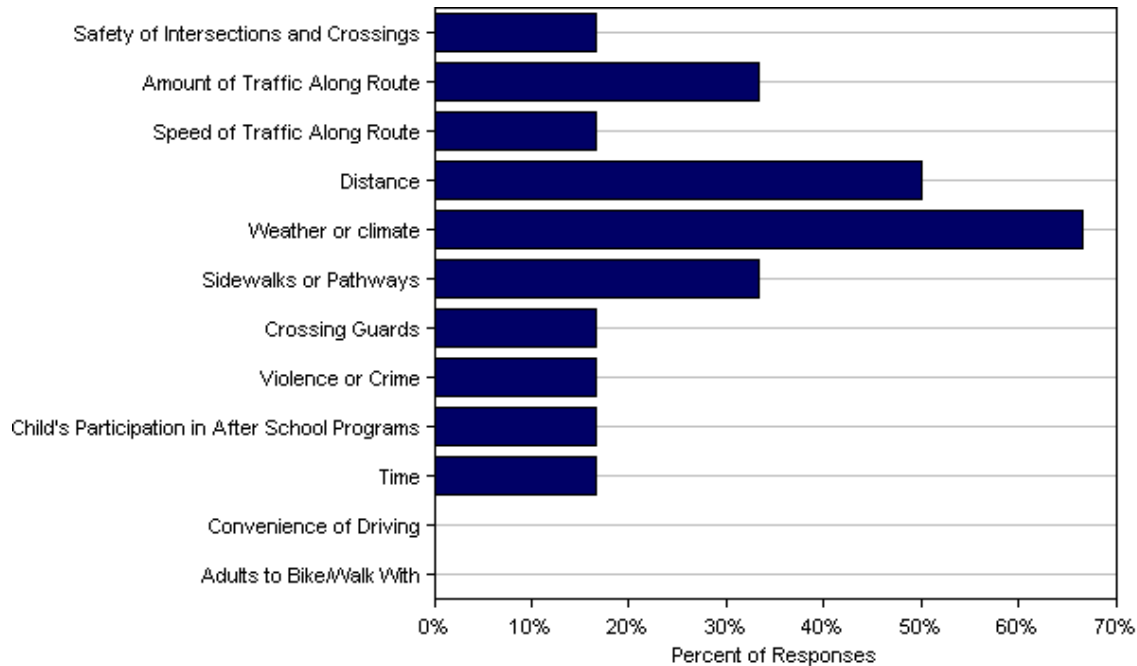
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	21	65%	50%	33%	20%	13%
No	36	35%	50%	67%	80%	88%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

**Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school**



**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**



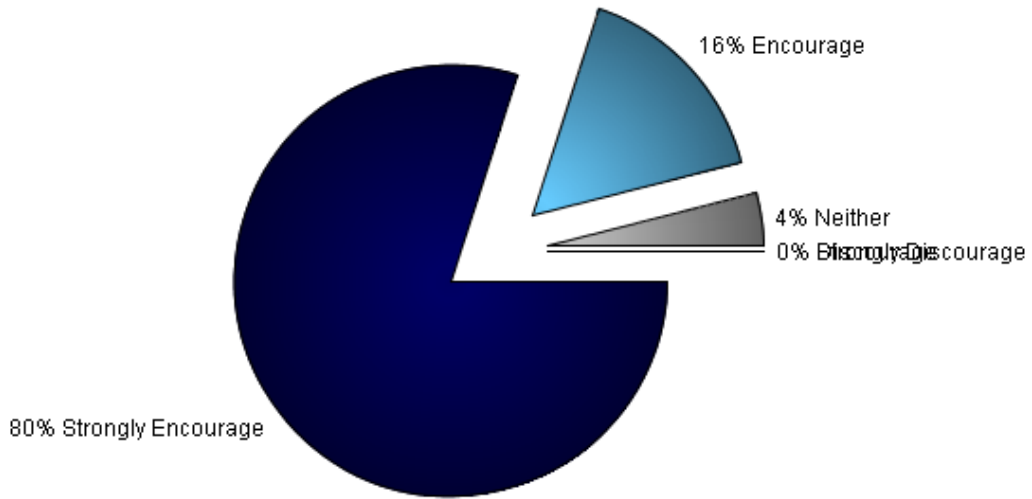
**Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school**

<b>Issue</b>	<b>Child does not walk/bike to school</b>	<b>Child walks/bikes to school</b>
Safety of Intersections and Crossings	70%	17%
Amount of Traffic Along Route	66%	33%
Speed of Traffic Along Route	64%	17%
Distance	64%	50%
Weather or climate	49%	67%
Sidewalks or Pathways	45%	33%
Crossing Guards	36%	17%
Violence or Crime	26%	17%
Child's Participation in After School Programs	21%	17%
Time	15%	17%
Convenience of Driving	15%	0%
Adults to Bike/Walk With	6%	0%
<b>Number of Respondents per Category</b>	<b>47</b>	<b>6</b>

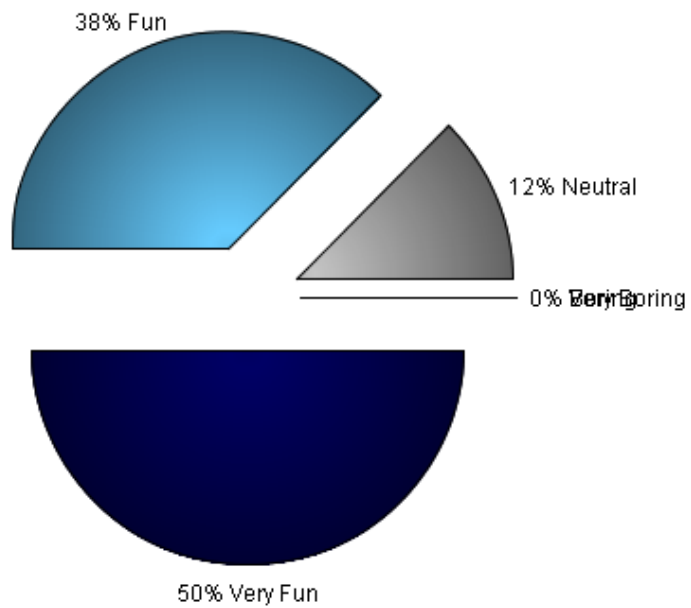
No response: 6

Note: Factors are listed from most to least influential for the 'Child does not walk/bike to school' group. Each column may sum to > 100% because respondent could select more than issue.

**Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school**

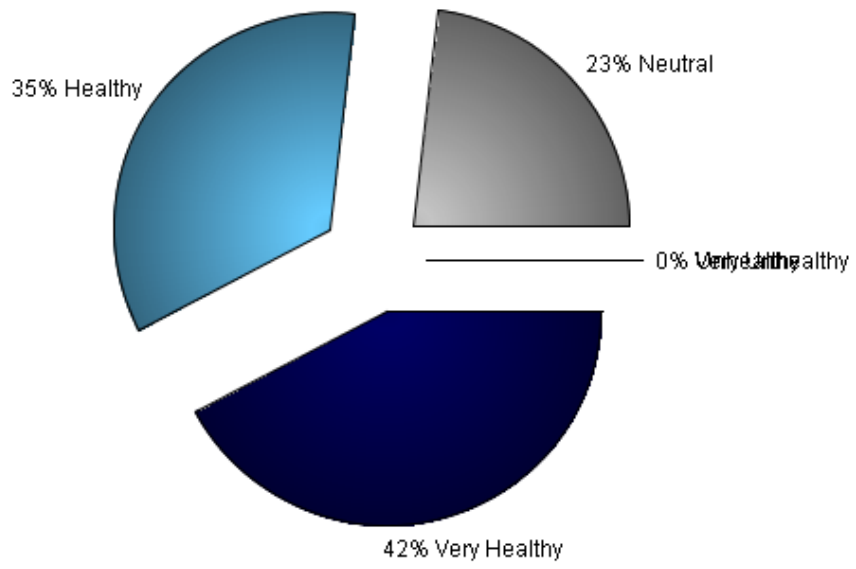


**Parents' opinions about how much fun walking and biking to/from school is for their child**





# Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
74061	WALKING & BIKING IS HEALTHY FOR OUR KIDS.
74068	I REALLY APPRECIATE THE TEACHERS AND STAFF. THEIR PATIENCE AND TIME THEY OFFER TO EACH INDIVIDUAL CHILD. THANK YOU!!
74072	MAIN CONCERN IS CROSSING THE HIGHWAY AT 56 & MAIN ST.
74021	I WOULD LIKE PEOPLE THAT DRIVE IN TOWN TO TAKE A BIT MORE TIME & NOT SPEED THROUGH INTERSECTIONS & WE DO NEED SIDEWALKS.
74027	THANKS SO MUCH FOR ALL YOUR HELP
74033	IF WE LIVED IN TOWN I WOULD ALLOW MY CHILD TO WALK OR BIKE

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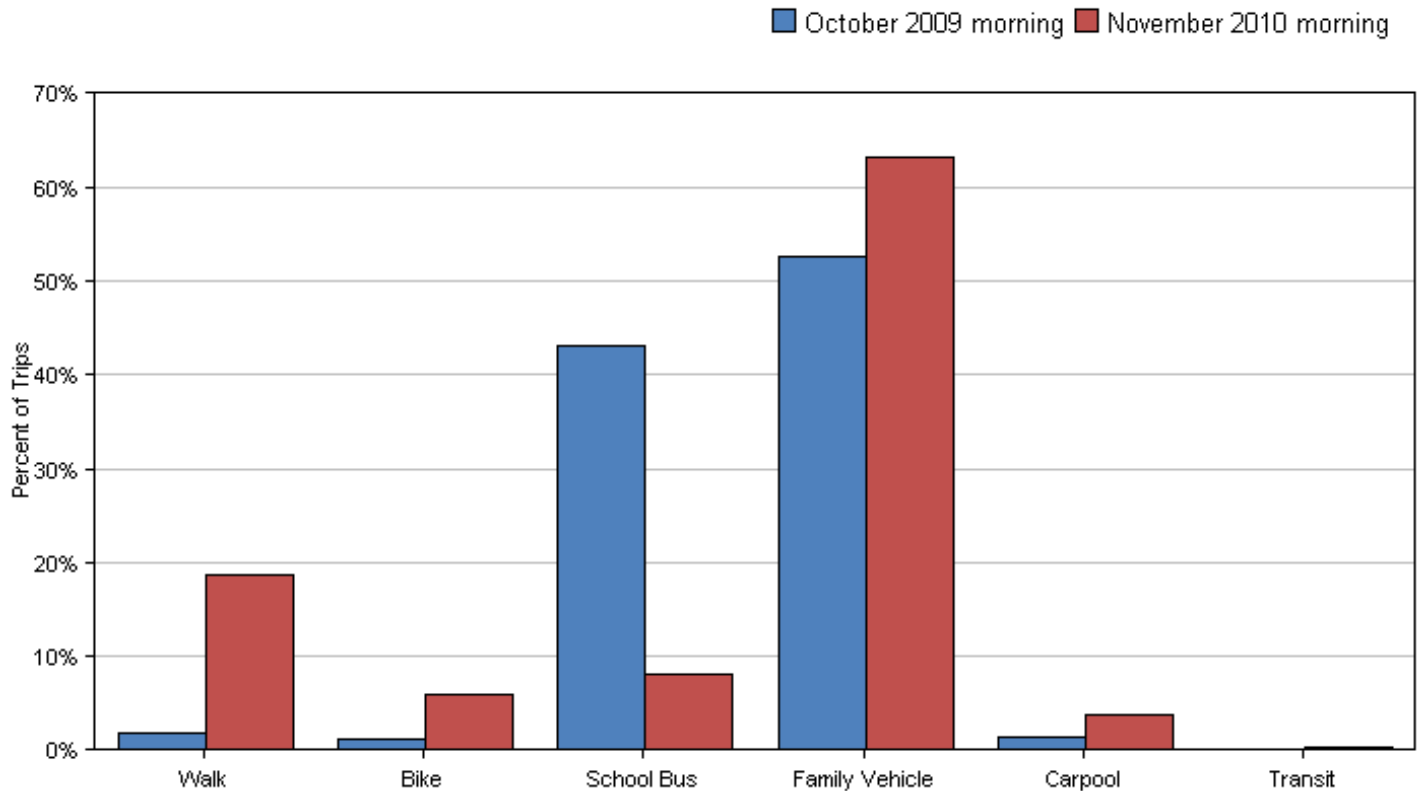
## Travel Tally Report: One school, two data collection periods

<b>Program Name:</b>	Sample Program	
<b>School Name:</b>	Sample Elementary	
	Time 1	Time 2
<b>Month and year collected:</b>	October 2009	November 2010
<b>School Enrollment:</b>	478	200
<b>Enrollment within Grades Targeted by SRTS Program:</b>	478	200
<b>The approximate number of classrooms at this school that were targeted by this SRTS program:</b>	24	20
<b>Grade level(s) included in report:</b>	Kindergarten,1,2,3,4,5,6	
<b>Date report generated:</b>	08/17/2012	

Student travel data from Time 2 have been standardized based on the grade level range of students in Time 1. This was done to ensure that the students surveyed in Time 2 resembled the students surveyed in Time 1 in terms of their age (or grade level, in this case). See the Appendix for more information on standardization, the statistical test used and how the travel mode categories were combined prior to analysis.

There are several points to consider when interpreting changes, or lack of change, in walking/biking. If your report shows no change, or even a decrease in walking/biking, this is not necessarily bad news. When travel tally data are collected at different points in time, there are several factors that are not part of SRTS programs that could give the appearance of no change or a decline that is not real, but rather due to when data were collected. For example: (1) your school may have collected travel tally data during a special event like Walk to School Day at one time period, but not during the other time period; (2) your school may have collected tally data during adverse weather at one time period, but not the other time period; and (3) events that occurred in the community may have influenced people's perceptions about walking/biking at one time, but not during another time. By the same token, if your report shows an increase in walking/biking, it is important to consider whether one or more of the points mentioned above may have produced an appearance of success that is not directly due to your SRTS program.

## School Morning Arrival Travel Mode Comparison



## School Morning Arrival Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
Time 1: October 2009 morning	1227	2%	1%	43%	53%	2%	0%
Time 2: November 2010 morning	392	19%	6%	8%	63%	4%	0.3%

"Other" category not included.

Percentages may not total 100% due to rounding.

### Walk/Bike

There was a statistically significant increase in the percentage of students who arrived at school by walking or biking between Time 1 and Time 2 when the walk and bike modes are combined and then compared to the family vehicle/carpool and school bus/transit modes.

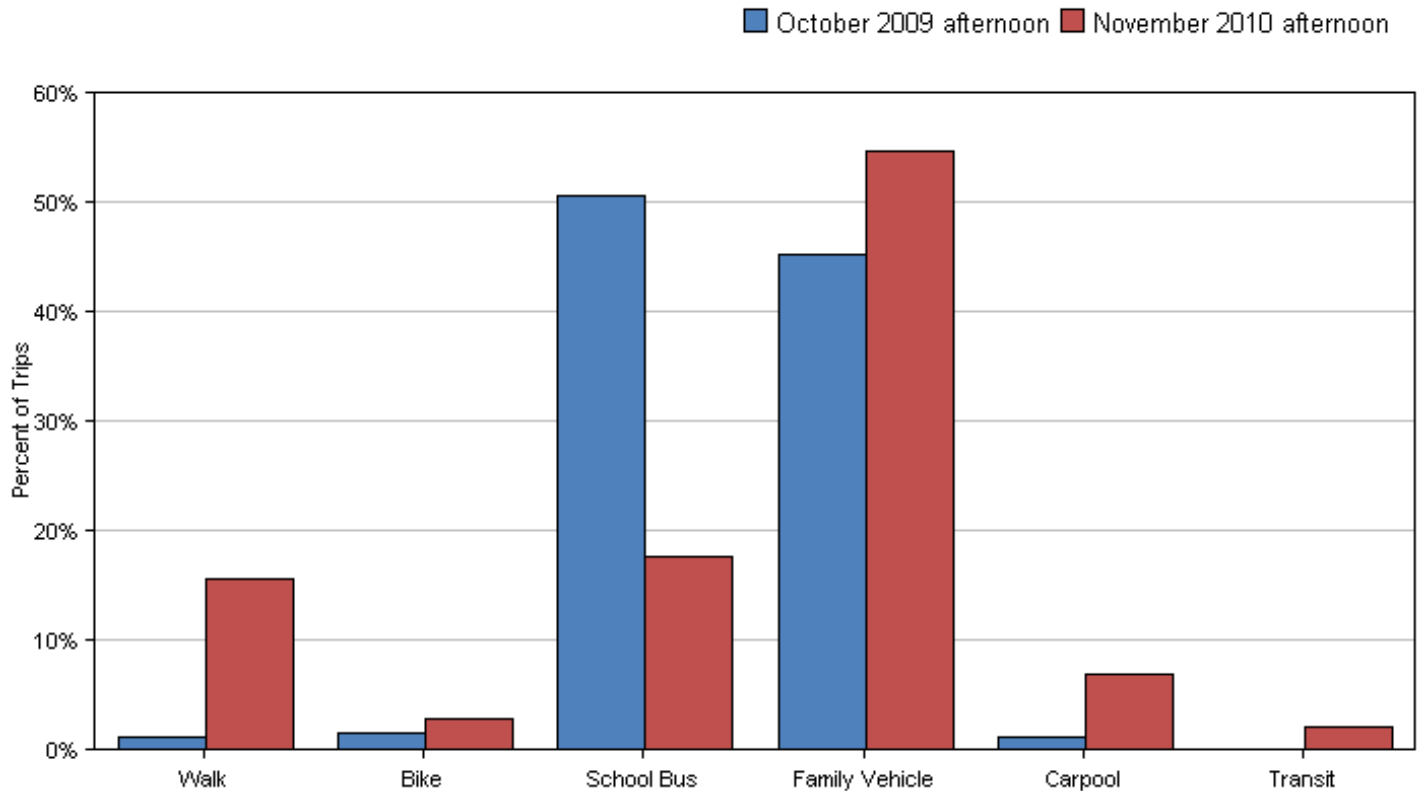
### Family Vehicle/Carpool

There was a statistically significant decrease in the percentage of students who arrived at school by family vehicle or carpool between Time 1 and Time 2 when the family vehicle and carpool modes are combined and then compared to the school bus/transit mode.

### School Bus/Transit

There was a statistically significant decrease in the percentage of students who arrived at school by school bus or transit between Time 1 and Time 2 when the school bus and transit modes are combined and then compared to the family vehicle/carpool mode.

## School Afternoon Arrival Travel Mode Comparison



## School Afternoon Arrival Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
Time 1: October 2009 afternoon	1129	1%	2%	51%	45%	1%	0%
Time 2: November 2010 afternoon	385	16%	3%	18%	55%	7%	2%

"Other" category not included.

Percentages may not total 100% due to rounding.

### Walk/Bike

There was a statistically significant increase in the percentage of students who left school by walking and biking between Time 1 and Time 2 when the walk and bike modes are combined and then compared to the family vehicle/carpool and school bus/transit modes.

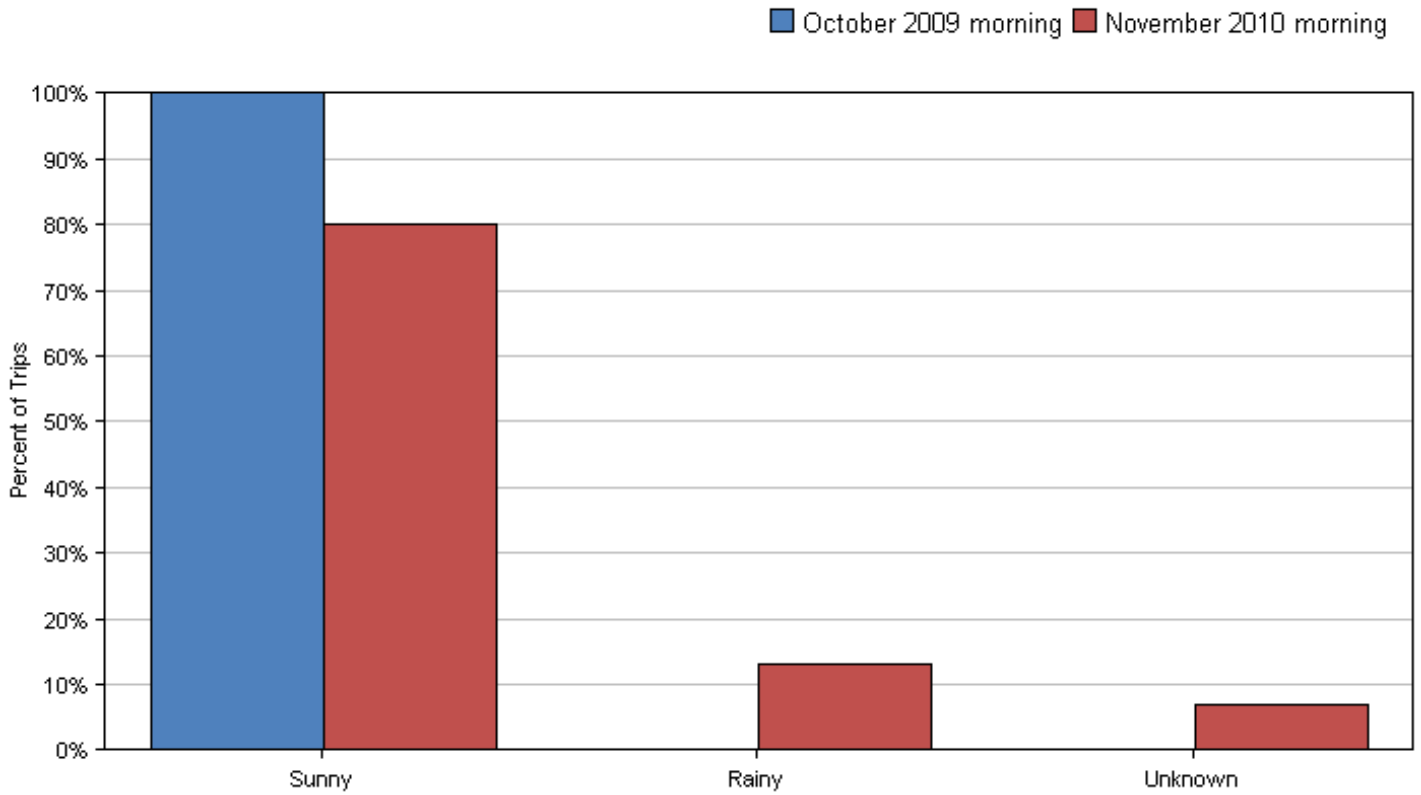
### Family Vehicle/Carpool

There was a statistically significant increase in the percentage of students who left school by car between Time 1 and Time 2 when the family vehicle and carpool modes are combined and then compared to the school bus/transit mode.

### School Bus/Transit

There was a statistically significant decrease in the percentage of students who left school by school bus or transit between Time 1 and Time 2 when the school bus and transit modes are combined and then compared to the family vehicle/carpool mode.

### Trips To and From School by Weather Condition



### Trips To and From School by Weather Condition

	Number of Trips To and From School	Sunny	Rainy	Overcast	Snow	Unknown
Time 1: October 2009	2356	100%	0%	0%	0%	0%
Time 2: November 2010	777	80%	13%	0%	0%	7%

Percentages may not total 100% due to rounding.

## Appendix: Methods used in report

### Standardization

When comparing travel mode percentages from Time 1 to Time 2 before standardization, sometimes the grade levels represented in the two groups differ. Standardization is used to control for these grade differences so that when the Time 1 and Time 2 groups are compared, grade level does not account for any change in travel mode. Standardizing travel mode by students' grade is done by taking the range of grades that students were in (and the number of students within each grade) during Time 1, and making the range of grades that students were in (and the number of students within each grade) during Time 2, the same. For instance, if at Time 1, 20 percent of the trips were made by students in second grade, after standardization, travel data would be adjusted so that 20 percent of the trips at Time 2 would also have been made by students in second grade. Standardizing student travel data by students' grade is necessary because children's abilities continue to develop as they age. Therefore, there is a need to account for the grade level differences that may exist when comparing a Time 1 group to a Time 2 group.

### Grouping of travel modes

Before running the statistical tests comparing the change in travel mode from Time 1 to Time 2, the seven travel modes were combined as follows:

- Walk and Bicycle modes were combined into a "walk/bike" category.
- The Family vehicle and Carpool were combined into a "car" category.
- The School bus and Transit were combined into school "bus/transit" category.
- The "Other" mode choice was excluded from statistical analysis because: there were relatively small numbers in this category; and the meaning of "Other" is often undefined. Therefore, it was not possible to appropriately and consistently classify this response option into one of the above categories.

Pairing Walk and Bicycle trips, Family vehicle and Carpool trips, and School bus and Transit trips, and combining each pair into one of three categories was done for the following reasons:

- Usually, the number of trips made by certain modes such as bicycling, transit and carpool is too low for the likelihood ratio chi-square tests used in this report to detect travel mode differences between Time 1 and Time 2. In order for the likelihood ratio chi-square test to run properly, there should be at least 5 trips within each of the mode categories (i.e., walk/bike, bus/transit, and car) in both the morning and afternoon. If the reports separated "School Bus" trips from "Transit" trips for instance, it is likely that the Transit mode alone would not meet the "5 or more" threshold. That is, in most cases fewer than 5 students ride the city bus ("Transit") to/from school. Combining these travel modes with similar travel modes enhances the tests' ability to detect travel mode differences between Time 1 and Time 2.
- The majority of Safe Routes programs seek a general shift away from the family vehicle and toward non-motorized travel modes, rather than a specific shift between the other modes (walking, bicycling, transit riding, or carpooling).
- The National Center sought to develop a standardized report that would be useful to the greatest number of users collecting Travel Tally data.

### Statistical tests

To determine if students' travel modes changed significantly from Time 1 to Time 2, likelihood ratio chi-square tests were performed separately for the morning arrival and afternoon departure travel data. The first likelihood ratio chi-square test, with two degrees of freedom, determines whether there was a significant shift in students' travel mode between Time 1 and Time 2, but does not identify which travel mode(s) shifted the most. If this first test did not detect a statistically significant change in students' travel modes from Time 1 to Time 2, then the second and third likelihood ratio chi-square tests were not calculated. However, if the first likelihood ratio chi-square test detected a significant change in students' travel modes from Time 1 to Time 2, then second and third likelihood ratio chi-square tests were performed.

The second and third likelihood ratio chi-square tests, with one degree of freedom each, determine which travel mode groups shifted the most from Time 1 to Time 2. For example, the second likelihood ratio chi-square test compared Walk/Bike to the other modes (i.e., Bus/Transit + Family Vehicle/Carpool mode groups) to assess whether students shifted toward or away from walking/biking between Time 1 and Time 2. The third likelihood ratio chi-square test compared Bus/Transit to Family Vehicle/Carpool to assess whether students shifted toward or away from using the bus or transit between Time 1 and Time 2. The second and third likelihood ratio chi-square tests also determine whether students shifted toward or away from the Family Vehicle/Carpool from Time 1 and Time 2.